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## AMERICAN COTTON CROP FOR SEVEN YEARS.

(YEAR ENDING CLOSE OF AUGUST.)

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Port receipts.....	5,307,034	5,612,448	5,550,345	5,857,174	6,976,380	7,137,900	5,008,392
Overland to mills.....	820,869	1,001,261	938,700	937,471	1,110,935	1,253,560	912,146
Southern consumption.....	401,452	456,090	479,781	546,894	604,661	686,080	743,848
	6,529,355	7,069,799	6,968,826	7,341,539	8,691,976	9,077,540	6,744,386
Less taken by Southern mills from ports.....	24,268	22,916	30,536	30,217	39,379	42,161	44,021
Total crops.....	6,505,087	7,046,883	6,938,290	7,311,322	8,652,597	9,035,379	6,700,365
EXPORTS.							
Great Britain.....	2,696,594	2,814,126	2,817,706	2,850,102	3,329,432	3,315,202	2,307,489
France.....	479,791	406,179	414,719	472,737	559,099	691,134	555,239
Continent and Channel (including Mexico).....	1,260,893	1,407,197	1,506,242	1,577,601	1,890,291	1,850,541	1,523,639
Canada overland.....	35,453	54,016	52,011	55,491	68,369	76,560	58,971
Total exports.....	4,472,731	4,681,518	4,790,678	4,955,931	5,847,191	5,933,437	4,445,338
Stocks at close of year.....	86,389	180,062	56,416	61,396	227,624	419,221	242,636
Northern mills takings.....	1,710,080	1,804,993	1,785,979	1,799,258	2,027,362	2,190,766	1,687,286

### Cotton Crop of 1892-93.

[Compiled from the report of Henry G. Hester, secretary of the New Orleans Cotton Exchange.]

The cotton crop of the United States for the year ending with the close of August, 1893, amounts to 6,700,365 bales, showing the enormous decrease of 2,335,014 compared with the great crop of 1891-92, and a deficit compared with 1890-91 of 1,952,232. When it is stated that the extent of the deficit between this and last year equals the entire amount of the cotton grown in the South in 1869, its magnitude may in a measure be appreciated.

A part of the shrinkage has been due to decreased acreage, but the most important factor has undoubtedly been unfavorable weather conditions which amounted to calamity. As, if these were not sufficient, the lower Mississippi valley suffered from overflows, and while every State in the belt shows a decrease, the gulf States (Texas excepted) have been the greatest losers. In fact, of the deficiency in the total crop, it may be safely stated that more than 50 per cent. was borne by Mississippi, Louisiana, Arkansas and Tennessee.

Briefly, the season has been one of disappointment. Aside from the decrease in acreage, it was recognized early that crop prospects were poor, and an estimate put forth in the first days of November pointing to a 7,000,000 crop was considered in conservative quarters none too small. As the season advanced estimates of 6,500,000 and then 6,250,000 (exclusive of old cotton) were received, when published, as fair indications of probabilities.

Naturally producers anticipated under such circumstances such an improvement in values as would recompense them for the low figures of the year previous. This was in part realized, but the Hatch bill agitation, which checked speculation, the weight of the heavy surplus left over from the two previous crops, a protracted strike seriously curtailing cotton consumption in Great Britain and financial disturbances in the United States all contributed towards preventing such improvement as might ordinarily have been expected. Therefore, while it is true that the average price for the year has been higher, the extent of the gain has been seriously disappointing.

The United States Agricultural Department's December returns made the average farm-price for cotton eight and four-tenths

cents per pound, against seven and three-tenths cents in December, 1891, and eight and six-tenths cents in December, 1890, a gain of slightly more than one cent per pound over last year, but a loss of two-tenths of a cent from year before last, when the crop was in round figures 8,653,000.

Taking the average for the entire year, based on returns from the Southern out-ports and largest interior feeders of overland routes, the value of the past commercial crop has been about \$42.50 per bale, against \$37.50 for 1891-92, a gain of \$5.00 per bale, and the total value of the crop \$284,750,000, against \$338,812,000, a deficit of \$54,062,000.

A mitigating feature has been that the past crop was raised on probably less credit than any previous one since the war.

The difference in published estimates of acreage in cotton continue to prove anything but satisfactory. While the Washington Agricultural Bureau made the total for the past year 16,687,000 acres, the New York *Chronicle* gave a total of 18,362,000 acres, a difference of 1,575,000, or say more than the combined cotton acreage of Tennessee and North Carolina, and considerably more than the cotton area of Louisiana or Arkansas.

Properly the government figures should be the accepted standard, but the weight of opinion in the best informed quarters favors the *Chronicle* as the most correct, and it is thought an effort should be made by the department statistician toward revision of his acreage data. If the figures put forth by Statistician Robinson are correct, then the past season, on an actual growth of 6,450,000 bales, must have produced nearly 185 pounds of lint per acre, a result out of all proportion to the disastrous conditions which have prevailed, a result exceeding any year, except 1890-91 and 1891-92, since 1882-83. The *Chronicle's* acreage, basing the calculation on 6,450,000 bales growth, and net weight per bale 478, shows about 168 pounds of lint per acre, and is more in accordance with actual facts.

Mr. Henry Neil, one of the most careful commercial investigators, puts the average yield of lint per acre for the past year at 170 pounds.

Inasmuch as the extent of the Texas crop, which comprises nearly 31.5 per cent. of the total crop for the year, has attracted more than usual attention, I have been at

some pains to secure returns of deliveries from that State. These constitute in the aggregate the commercial crop, or amount moved by railroads, etc., and not the growth which some excellent authorities claim was 100,000 bales less, the difference consisting of part of the 371,000 old cotton carried over from last year. The details are:

Receipts at Texas seaboard.....	Bales.
Shipped inland to Mexico and points west of Mississippi river.....	1,065,779
Shipped by rail via St. Louis and Cairo.....	41,077
Received at New Orleans (exclusive of Galveston).....	235,999
Receipts at points of crossing on Mississippi river north of St. Louis, bound eastward.....	547,845
Total Texas crop.....	217,832

It must be remembered that the "Texas crop" includes Indian Territory.

Last year's commercial crop of Texas was 2,400,000, so that this season shows a loss, in round figures, of 300,000 bales. The following shows about the division of the commercial crop by States in thousands, as compared with last year, viz:

	1892-93. Bales.	1891-92. Bales.
Alabama.....	640	1600
Arkansas.....	615	900
Florida.....	45	60
Georgia.....	830	1100
Louisiana.....	445	735
Mississippi.....	870	1340
North Carolina.....	325	400
South Carolina.....	350	700
Tennessee.....	280	400
Texas.....	2100	2400
Total crops.....	6700	9035

The actual production, acreage and yield per acre by States is estimated by Mr. Henry Neil as follows:

	Acres.	Pounds per acre.	Bales.
North Carolina.....	955,000	152	315,000
South Carolina.....	1,710,000	141	525,000
Georgia.....	2,870,000	130	800,000
Florida.....	190,000	82	40,000
Alabama.....	2,345,000	127	620,000
Mississippi.....	2,945,000	149	850,000
Louisiana.....	1,155,000	175	432,000
Arkansas.....	1,250,000	180	600,000
Tennessee, etc.....	740,000	166	265,000
Texas and Indian Territory.....	6,970,000	254	2,000,000
Total.....	18,130,000	167	6,450,000

MAJOR MCKETHAN, secretary of the Fayetteville Cotton Mills, at Fayetteville, N. C., reports business in his line as improving greatly at the North, where the products of his plant are disposed of. The Fayetteville plant has just resumed operations after a shutdown of one month.

### Opening the C. & O. Steamship Line.

The capitalists and merchants from St. Louis and vicinity were taught a significant object-lesson when the Chesapeake & Ohio's steamship line between Newport News and Liverpool was inaugurated on September 10. Nine Pullman cars were required to convey the Western men to the shipping point. Among them were such people as Edward Hunter, of Hunter Bros.; William Stannard, of the E. O. Stannard Milling Co.; William Orr, of the William Orr Shoe Co.; William Sparks, of the Sparks Milling Co.; J. R. Kellar, of Kellar Bros.; Frank Kauffmann, of the Kauffmann Milling Co.; A. G. Osgood, of the Goddard Milling Co.; H. H. Sullivan, of the H. T. Simon-Gregory Grocery Co., all of St. Louis.

The visitors inspected the harbor and city, admired the great shipbuilding plant and wharves, and examined the first vessel of the new line, the Rappahannock, which was lying at her pier. They were entertained at dinner at the Hygeia Hotel by the Chesapeake & Ohio Railway Co. Governor McKinney, Gov. Fitzhugh Lee, of Virginia, and Governor McCorkle, of West Virginia, were present and made speeches. The "City of Cincinnati" was responded to by Mr. Brent Arnold, president of the Chamber of Commerce of that city, and "Virginia" by Mayor Ellyson, of Richmond.

President Ingalls, in his remarks, said: "We believe that the opening of this line is an event in the commerce of this country which fully justifies the trouble and time that is given to celebrate it. It is the completion of one of the links in the chain of commerce that has been more than 100 years in forging. The meats and grain and cotton and tobacco of the Ohio and Mississippi valleys can now be carried out through this port, and by this steamship line of ours to all ports of Europe more cheaply and quickly than through any other port on the continent. The opening of this line of steamships makes a new era in the commerce of this country. The merchant of Cincinnati, St. Louis and Chicago can today have his through bill of lading for goods for London or Liverpool given to him direct by this line, and he can make his own importations through this port."

By the opening of export trade at Newport News, St. Louis, Cincinnati and other Western cities reached by the Chesapeake

& Ohio through its connections are given a new seaboard outlet which they will not fail to take advantage of. The establishment of this steamship line is another long stride forward in the history of Southern progress. The Atlantic and gulf seaboard ports from Baltimore to Galveston are the natural export cities for the products of the West and Northwest, and the tide of this business is only just beginning to flow towards these points.

#### Maryland Day at the Fair.

[From our own Correspondent.]

CHICAGO, September 12.

Maryland has claimed her full share of attention today, and her people have celebrated the occasion in a thoroughly enthusiastic and creditable manner. Rain that fell intermittently during the day did not dampen the ardor of the throng of Maryland, nor did it mar the enjoyment of the festivities. The Maryland building was handsomely adorned with bunting and evergreen, and was thronged from early to late by visitors. Officially Maryland was represented by Governor Brown and staff, Cardinal Gibbons, Mayor Latrobe, of Baltimore, and scores of prominent Maryland men were interested participants or spectators. The formal exercises were held in music hall this afternoon. Cardinal Gibbons, of Baltimore, offered prayer. Governor Brown made a brief address, and the oration of the day was delivered by Hon. John V. L. Findlay. There were also several musical features that added greatly to the enjoyment of the occasion. Governor Brown spoke in part as follows:

"In appearing before you to speak a word in behalf of the old Commonwealth which I have the honor to represent as its chief executive, I do so with feelings of pride, not only of the fact that in this Union of States Maryland plays such a conspicuous part, but also proud of the fact that Maryland was one of the original States that formed this compact, and that upon Maryland's soil the voice of the Father of our Country was last heard as the warrior and statesman in one. Maryland is the fortunate owner of the building in which the immortal Washington surrendered his commission. It was in Maryland's Statehouse, in the eighteenth century, that the treaty of peace with Great Britain was ratified by Congress. And in the same building the first convention for the formation of the constitution of the United States was held.

"It is to Maryland that you are largely indebted for the location of our national capital at the city of Washington, she having ceded that section of our State now known as the District of Columbia upon the condition that it should be the permanent seat of government.

"I hope the citizens of this great and rich State of Illinois and those from the other Northwestern States will pardon me for making the assertion that, except for Maryland, those States of the Northwest might not have existed today as separate and distinct governments. If you ask why is the credit due to Maryland for the formation of these States, the answer is that Maryland refused to join the confederation of thirteen States unless the States of New York, Virginia and others of the Northeast would cede to the general government the land that these States claimed northwest of the Ohio river and extending to the Mississippi. Maryland contended that this great Western country was taken from England by the blood and treasure of the thirteen States, and, therefore, should be considered as common property to be divided by Congress into free governments. She was the last State to join the confederation, refusing to do so until her claim was conceded. Although the remaining States had ratified the article, Maryland still forbade her delegates in Congress to do so until the land claims

were satisfactorily adjusted. I therefore say that to Maryland you largely owe your existence as separate and distinct sovereignties.

"Maryland not only figured conspicuously in the early history of this country, but today she holds her position among the leading States of this Union in all that makes the country great. It is to the enterprise of her sons that you of the West are largely indebted for all that has made you rich in lands and commerce. The citizens of Baltimore were the first to reach out to you the hand of fellowship by the construction of a steam railroad from the seaboard into the undeveloped interior of the West.

"We of Maryland were the originators of steam railways and of railroad charters in this country, and have stamped our road the Baltimore & Ohio, and were the first to introduce the telegraph as a means of communication by constructing the Morse telegraph line from Baltimore to Washington, and were amongst the early movers in steam navigation.

"And when one gazes upon this magnificent panorama of buildings and exhibits, which we as a united country present to the world, one can well quote the first telegraphic message which flashed across the Morse instrument from Washington to Baltimore, 'What hath God wrought?' And to the world at large we claim, without fear of contradiction, that Maryland stands forth proudly towering not only over her sister States, but over the civilized world, with the proud record of being the first government to declare for religious liberty and free exercise thereof.

"Coming to the present day, if I mistake not, the inception of this exposition came from one of the daily journals of Maryland, the *Baltimore Sun*, as far back as 1882—it is true, with the hope that it might be at our metropolis or at our national capital. And step by step the idea has been fostered by our citizens, never losing sight of its importance to the country at large.

"We are here today to join hands and congratulate our sister States upon this magnificent display of the resources and products of the greatest country on which God's sun today shines.

"We are here to join hands with you not only as sister States, but with our foreign brother, with whom we are directly connected by navigation from our seaboard at Baltimore to all parts of the navigable world.

"And to these foreign countries we extend the most cordial welcome, and with the hand of fellowship we congratulate them upon the magnificent exhibits with which they have honored us for the second time, embracing some of the works of art and science which have made their countries famous.

"Maryland, though smaller in area than some of the great States of this country, is equally proud of the possessions with which Almighty God has blessed her—with a full and free exercise of religious liberty; with her many religious and charitable organizations; with her sound and safe financial institutions; with her great mineral wealth; with the oyster beds of the Chesapeake, the most extensive in the world; with her mountains of coal, marble and granite; with her fertile lands, and with a healthy and salubrious climate; with her happy, prosperous, conservative and orderly people, and with the knowledge that her people construct today from the yawlboat to the steel cruiser and from the wheelbarrow to the palace car, and with the fact that the whirl and hum of her machinery is felt in every clime, and that upon the seas of all nations ships are now sailing under the white wings of Maryland cotton-duck, and that through the port of Baltimore has been exported more of the grains of this country than in any of the great

seaboard cities. The tall spires that adorn the cities within her borders indicate the thrift and enterprise of her people.

"The foreign markets seek her ports for tobacco, wheat, corn, rye, oats, barley and hay. Her waters are as pure as the drippings from the mountain top. And she stands in the proud position of not only being the gateway between the North and the South, but the most direct and the nearest seaboard city to the Pacific slope."

Hon. John V. L. Findlay spoke eloquently of the early history and achievements of Maryland and the part taken by the State in the development of the Union. He said:

"But without Maryland I do not think it is straining history or indulging in a meaningless exaggeration to say that there would have been no United States; that is, a union formed at the time and under the conditions in which the United States, as we know it, originated, and in affirming this I am stating a proposition of immense significance to the whole domain northwest of the Ohio.

"It is a fact too well-known to the students of our history to require more than a passing reference that it was the sagacious, resolute and persistent stand of Maryland which saved to the Union all that portion of territory now carved into the powerful and populous States lying northwest of the Ohio and east of the Mississippi. The claim of Maryland, founded in justice and right, was that this territory, having been won by the common exertions and sacrifices of the United Colonies, was common property, to be used for the common benefit of all. This claim was resisted by Virginia and by other members of the confederation, claiming under elastic grants stretching from ocean to ocean, but especially Virginia, the dear old mother of States and statesmen, who, even at that early day, had fallen into the habit of claiming the earth. Maryland refused to ratify the articles of confederation and was ready almost to hazard the success of war until this question was settled. Other members of the confederation who had united in supporting her contention yielded, but she stubbornly held out until the unreasonable pretension was abandoned.

"It is more than probable that the union which was made possible by the final concession of this claim would have been postponed until the then opportune fusion of the elements had cooled, or run into other and different molds. Consider for a moment what the consequences would have been if Virginia, the largest claimant of the 'back lands,' as they are called, had not with enlightened patriotism at last yielded to the firm demands of Maryland, and all this territory had remained a part of the public domain of the Old Dominion, to be parceled out in land bounties to her officers and private soldiers just returned penniless from the war, or sold to replenish the failing revenues of her treasury, and you will see there is margin enough for the imagination to substitute a landed aristocracy on these fertile parishes, bound, it may be, by ties of allegiance to Virginia, in the place of the independent farmers who now till the soil which they own, all citizens of their own States, and partakers of the grandeur and dignity of the nobler citizenship which is derived from the United States.

"In this sense Chicago and this highly developed and prosperous Commonwealth of Illinois, and even Abraham Lincoln himself, the culmination and glory of American civilization, not remotely but directly and potentially in the immediate and imperative sequence of events, are bound up and identified with Maryland and her history.

"You must therefore look into the Maryland building for what Maryland has done, (although even here no Maryland man need be ashamed of the face she shows,) still less

take as a type of her endeavor and accomplishments that lone terrapin, who every now and then raises his melancholy head above the water like the last man in the painting of the deluge, for the true Maryland man is not to be seen or interpreted by visible forms; her life is hid in the spiritual and the invisible.

"You must go back to the early days of the republic, when, with unparalleled boldness, her hardy sons threw off their allegiance to the British crown by demonstrations of open hostility nowhere else witnessed in the colonies. Massachusetts, (and for all she has done, and for the immortal names she has added to the roll of fame, no State rejoices more than Maryland,) but Massachusetts in her early inquiries for liberty, hampered it may be by her surroundings, travelled like Nicodemus by night. Maryland on the same journey illuminated her pathway by a bonfire in Annapolis harbor, the flames of which flashed into the eyes of authority itself.

"While some of the settlements protested as for a violation of common right, the courts of Maryland solemnly decided that the stamp act was unconstitutional. It is true there were reasons to be found in the charter of Maryland which gave a peculiar sanction to this decision, yet, nevertheless, it has always struck me as the most unique and audacious stroke of the Revolution—this deliberate vacation and annulment of an act of Parliament by Frederick county court, involving the exercise of a power which the highest court of Great Britain would not have dared to assert, and at the same time foreshadowing the peaceful North American policy of turning over for final adjudication disputed questions of constitutional law to an enlightened judiciary."

#### The Past Year in Southern Cottons.

In its annual cotton crop review the *New York Financial and Commercial Chronicle* has this to say of the course of the Southern cotton goods trade during the year just ended: "The conditions of the South during the season have been quite similar. Manufacturers in that section shared in common with the North the prosperity of the early part of the cotton crop year; their brown sheetings and colored cottons were well sold up as late as March 31, 1893, the end of the second quarter, the mills being a part of the time hard pressed to keep pace with the demand. Since the first of April the inquiry has lessened, and later the market became dull and there was a rapid accumulation of plaids; along about the close of May the majority of the looms employed on this class of goods was thrown out of work. Brown goods, however, were in a better position, and mills running on them, it is claimed, have thus far passed through the period of depression in rather better shape than their Northern competitors. At the same time there is plenty of evidence that unsold stocks of standards and three-yard Southern brown sheetings are now abundant, in fact, in excess of a year ago."

#### Increase in Southern Exports.

Notwithstanding the heavy decline in exports from the United States during this year, some of the Southern ports show a gratifying increase in their shipments to foreign ports during the seven months ended July 31. Beaufort, S. C., shows an increase from \$516,580 to \$601,222; Corpus Christi, Texas, \$2,364,138 to \$2,556,755; Galveston, Texas, \$9,784,233 to \$11,725,298; Mobile, Ala., \$1,427,995 to \$2,027,570; Norfolk and Portsmouth, Va., \$4,525,969 to \$5,089,246; Paso del Norte, Texas, \$3045 to \$1,903,277; Pensacola, Fla., \$2,076,869 to \$2,279,265; Saluria, Texas, \$1,249,026 to \$1,956,174; Tampa, Fla., \$168,023 to \$386,660; and Wilmington, N. C., \$1,361,978 to \$1,925,426.



## FINANCIAL NEWS.

## The Financial Situation.

Three months ago it required careful examination to detect favorable features in general business conditions. At the time of writing it requires careful examination to note the unfavorable features. It is needless to detail how factories are resuming operations, how suspended banks are again opening their doors, how freely money is coming into circulation, how the stock market is strengthening and advancing and how the country is regaining its confidence in monetary affairs. On August 4 the MANUFACTURERS' RECORD made the prediction that the worst had come, and that the tide was about to turn for the better. The prediction was based on careful estimates and exhaustive examination of the general situation. It is gratifying to note how succeeding events have verified the statement.

The unfavorable elements most conspicuous are the attitude of the Senate and the outstanding paper of New York banks. The petty delays which prevent prompt action in Congress continue to create a nervous feeling, which is evidently felt more extensively abroad than in this country. English and continental investors are watching the proceedings at Washington as closely as ourselves, and it is believed much of the London selling of stocks in the market of late has been due to apprehension that the Senate might delay action too long. The New York Clearing-House still has about \$35,000,000 in outstanding certificates out of a total issue of \$38,000,000. The reason that so few certificates have been retired is probably due to the fact that the banks are using all the currency in payment of demands by patrons. With the continuation of increase in circulation these certificates will be retired.

In the South, Baltimore, Richmond, Charleston, Atlanta, New Orleans, Memphis and most of the Texas cities report more orders for goods and money easier. Cotton is moving without difficulty, and some planters are holding it for a better price. Several Southern roads have increased their earnings slightly. The excellent condition of cotton factories, notably those in Augusta, is noted elsewhere. Not a bank has suspended during the week, while several have resumed. The development of ocean commerce at Newport News and Port Royal, S. C., are signs of Southern prosperity that cannot fail to attract the attention of business men generally. Reports to *Bradstreet's* for week ending September 8 show fifty-two failures in the South, against 143 in the West and Northwest and ninety-two in the New England States. Of the Southern failures fourteen were over \$5000; of the Western and Northwestern failures twenty-eight were over \$5000, and in the Middle States twenty-four were over \$5000.

Gold imports have decreased to a minimum. The action of the Bank of England in keeping its rate of discount at 5 per cent, is considered the principal cause. Experts claim that the bank will be forced to lower the rate to meet the lessening demand for money, when the shipments may be resumed.

## Augusta Mills Busy.

The city of Augusta, Ga., is a notable example of how successfully Southern industries can be conducted in a period such as the country is now passing through. During the past summer every one of its cotton mills has been running on full time. Not one has shut down on account of lack of orders. These plants represent about 4500 looms and 160,000 spindles, with an invested capital of over \$4,500,000. As is noted elsewhere, the Enterprise and all of the largest concerns have declared divi-

dends. It is doubtful if any textile-manufacturing city in the country can show such a condition of business healthfulness as this among its cotton factories.

## Able to Market the Cotton.

Regarding the movement of cotton and the ability of the South to send it to market or hold it, the following statement from Anderson Gratz, vice-president of the American Manufacturing Co., of Brooklyn, N. Y., is of especial interest as confirming reports which have hitherto been received from the cotton centres only. The American Manufacturing Co. furnishes about 60 per cent. of all the jute bagging used in baling the cotton, and has a plant of nearly 7500 spindles devoted to the manufacture of this bagging. Hence Mr. Gratz is in a position to give accurate information. He says: "In the Memphis section they have just begun to move cotton. In the south Georgia and Texas sections they began to move the product two weeks ago. I think the financial stringency has been felt less in the South than anywhere else. We have every confidence in our customers and are taking their notes freely. Cotton growers are well off at this time, because when they began to harvest the 92-93 crop they could not get credit, and consequently could not sell out in advance. Now they own their cotton outright, and there is a good market for it. The outlook in the South is very encouraging and money is now comparatively easy."

## Taxing Deposit Certificates.

The Treasury Department has taken a step which may have an important effect on the deposit certificates now in such general use in different parts of the country as a temporary currency. It has issued the following circular:

## To Collectors of Internal

## Revenue and Revenue Agents:

It has come to the knowledge of this office through published news items, by correspondence and otherwise, that banks are issuing certificates of deposit payable in the money or currency of the United States, and that these obligations of the banks, negotiable notes, carrying little in their circulation from hand to hand, are paid out and used for circulation in lieu of the money of the United States. Such issues are taxable, and you will inquire as to the amount of such issues and report them to this office for assessment of the taxes incurred.

The circular is signed by Joseph Miller, commissioner, and has been sent to the various revenue officers of the country.

Just how serious will be the effect of this measure is a question, as it is too soon to note its influence in places where the certificates have come into general use. By its circular the government virtually places them under the State bank heading, and the banks of issue will be liable for the taxes. There is no doubt that a large number will be immediately retired, and this may cause a further money stringency in some towns unless another substitute is adopted. The question has already arisen whether clearing-house certificates were liable to taxation, but government officials say they are not. This will be a great relief to the South, where fully 75 per cent. of the temporary currency is in clearing-house paper.

## New Bond and Stock Issues.

The capital of the Savannah Electric Railway Co. is to be increased to \$600,000. The bonded debt will be \$800,000 at 6 per cent. interest. The Savannah electric and belt railways are security for this amount. Among the capitalists interested is A. M. Fogg, president of the Southern Iron Co.

The issue of 6 per cent. bonds recently authorized by the city of Richmond are finding a ready market. About \$75,000 worth have been sold thus far, and orders are being received for large amounts. One inquiry was for \$50,000 worth.

The Louisville Public Warehouse Co.

will issue 100 \$1000 bonds at 6 per cent. interest to run ten years, with the privilege of redemption after three years. The bonds are secured by mortgages on six parcels of property in Louisville, Ky., owned by the company.

The announcement is made that books are open for stock subscriptions to the Western Peninsula Railway, which is intended to extend from Tampa bay, Fla., to Valdosta, Ga. George W. Saxton, secretary, at Tallahassee, Fla., will give information.

The Alleghany county (Md.) commissioners want bids for \$25,000 worth of 4 per cent. school bonds, due in equal payments 1910, 1911, 1912, 1913, 1914. They are exempt from taxation. The county debt is mostly that of the city of Cumberland, which amounts to \$563,000 on an assessed valuation of about \$6,500,000. J. M. Turner, Cumberland, will receive bids for bonds until October 9.

The commissioners' court of Brazoria county, Texas, will issue \$11,000 worth of 6 per cent. bonds, redeemable in five years, for building bridges. The town clerk at Velasco, Texas, will give information.

J. O. Lea, city treasurer, wants bids until September 20 for \$56,000 worth of 5 per cent. bonds of Charleston, S. C., to mature thirty years from date of issue. Charleston has 55,000 population, with an assessed real estate valuation of \$14,000,000, which is reported to be very low. The total debt is \$3,907,000.

## New Banks in Arkansas.

The secretary of state of Arkansas reports the incorporation of forty-nine banks in that State since January 1, their aggregate capital being \$3,062,000. The list follows:

Name.	Capital stock.
Merchants and Planters' Bank (amendment).....	\$100,000
Bank of Little Rock.....	500,000
Bank of Paragould.....	30,000
Carroll County Bank.....	20,000
Monroe County Bank.....	50,000
People's Savings Bank & Trust Co.....	30,000
Bank of Louisa.....	25,000
Bank of Newport.....	50,000
Bank of Batesville.....	25,000
Bank of Malvern.....	25,000
The People's Bank.....	30,000
Bank of Eastern Arkansas (increased capital).....	50,000
Hempstead County Bank.....	100,000
Bank of Pine Bluff.....	300,000
Bank of Mammoth Springs.....	50,000
Bank of Huntington.....	20,000
Arkansas Valley Bank.....	50,000
Bank of Clarksville.....	50,000
Ouachita Valley Bank.....	50,000
Merchants and Planters' Bank of Warren	50,000
People's Exchange of Russellville.....	25,000
Citizens' Savings Bank.....	50,000
Arkansas Banking Co.....	50,000
Bank of Conway.....	25,000
Bank of Helena.....	100,000
German Bank of Fort Smith.....	250,000
Batesville Bank Building Co.....	10,000
Bank of Fordyce.....	40,000
Dardanelle Bank.....	50,000
Craighead County Bank.....	50,000
Madison County Bank.....	10,000
Lawrence County Bank.....	30,000
Merchants and Planters' Bank of Clarendon.....	50,000
Des Arc Bank.....	25,000
Citizens' Bank of Little Rock.....	100,000
Bank of Harrison.....	20,000
Columbia County Bank.....	50,000
Farmers and Traders' Bank.....	50,000
Howard County Bank.....	25,000
Jackson County Savings Bank.....	50,000
Bank of El Dorado.....	25,000
Bank of Black Rock.....	50,000
Crawford County Bank (increased capital).....	90,000
Merchants and Planters' Bank.....	50,000
The People's Exchange Bank.....	25,000
Citizens' Savings Bank.....	50,000
Bank of Clarksville.....	25,000
Arkansas Valley Bank, Ozark.....	50,000
Bank of Stuttgart.....	50,000
Total.....	\$3,062,000

## New Financial Institutions.

A branch of the National Building and Loan Association of Atlanta has been organized at Lancaster, S. C., with W. Ganson, president; J. S. McCardell, vice-president; B. J. Witherspoon, secretary and treasurer, and R. E. Wylie, attorney.

James L. Autrey, W. J. McKie and J. L. Harrison have chartered the Texas Land & Abstract Co. at Corsicana, Texas, with \$20,000 capital. It will deal in real estate.

The Phoenix Savings & Investment Co. has been chartered at Waco, Texas, by F. L. Griffiths, of Austin, Texas, and others.

Its capital is \$25,000. It will make loans and receive money for investment.

The Bank of Westminster has been opened for business at Westminster, S. C. It will make the second bank now in that town.

## Banks Resuming Business.

The Citizens' Bank of Jellico, Tenn., which suspended in August, has been found to be solvent and in a position to resume business. It is again open with \$50,000 capital.

On the first day that the First National Bank of Nashville, Tenn., resumed business its deposits were \$400,000 and withdrawals but \$6000. This indicates the confidence of depositors in the institution.

## Dividends.

The Loan and Savings Bank of Buena Vista, Ga., has declared an annual dividend of 10 per cent. on its capital stock of \$21,800.

All of the cotton manufacturing companies of Augusta have declared the usual semi-annual dividends on capital aggregating over \$4,500,000.

The receiver of the suspended People's National Bank of Winston, N. C., has paid a third dividend of 15 per cent. to creditors, making 50 per cent. thus far realized from the bank's assets.

The Enterprise Manufacturing Co., of Augusta, Ga., has declared a semi-annual dividend of 3 per cent., payable September 15. This company has \$750,000 capital, and its plant contains 904 looms and 33,000 spindles. The dividend will amount to \$22,500.

The Augusta (Ga.) Real Estate & Investment Co. has declared an annual dividend of 6 per cent. on its capital stock.

The Atlanta & Charlotte Air Line Railroad Co. has declared a semi-annual dividend of 3 per cent. on its capital stock of \$272,000, amounting to \$8160.

## Failures and Suspensions.

H. Hellman, of Kyle, Texas, one of the largest merchants of that place, has made a deed of trust to C. F. Ledge. His liabilities are \$122,000 and assets \$125,000. It is stated that Mr. Hellman will resume as soon as he can realize on collections.

Andrew E. Warner, of Baltimore, Md., jeweler, has made an assignment owing to inability to realize on collections. Liabilities are estimated at \$8000.

It is reported that the Bank of Burkeville, Va., was obliged to suspend temporarily on the 2d inst. The bank has \$10,000 capital and is said to have ample assets for resuming.

## Financial Notes.

THE Krise Banking Co., of Lynchburg, has loaned the city \$10,000 to meet current expenses at a low rate of interest. The bank had the funds to meet the demand without difficulty.

THE Western Branch Building and Loan Association of Norfolk, Va., has elected Lawson Eley, president; Albert Bernard, vice-president; George Warrell, treasurer, and R. L. Warrell, secretary.

THE Augusta (Ga.) Real Estate & Investment Co. has elected J. L. Fleming, president; C. V. Walker, vice-president; W. H. Barrett, Jr., attorney; C. V. Walker, Jr., secretary and treasurer.

THE Merchants' Bank of Baltimore took out \$300,000 in clearing-house certificates when money was at a premium. As a sign that funds are more plentiful it has retired \$125,000 worth of the certificates.

THE five banks of Vicksburg, Miss., which some weeks ago adopted the system of certified checks and reduced cash payments to depositors to \$50 daily, have removed all restrictions and are paying out cash to any amount.

## PHOSPHATES.

## A Bad State of Affairs in South Carolina.

It is not improbable that the damage done by the late storm to the phosphate industry around Charleston and Beaufort may have a more extended effect on the industry than is indicated by the mere wrecking of dredges and lighters. There is serious question about the early resumption of work by some of the companies most seriously affected, and it is freely hinted that several of them are likely to go out of business instead of replacing expensive plant. The Brotherhood Company has notified its men that work will not be resumed until two new dredges can be built, which means a total suspension of work for several months. Some of the phosphate people declare that the shutdown will be permanent.

The course of the Coosaw Company will be watched with great interest. The abolition of the exclusive rights of this company and the opening of its field to all comers, together with the remarkable development of cheaply-mined Florida deposits, have placed the Coosaw Company in a position quite different from that occupied a few years ago. The damage to its property by the storm will necessitate the establishment of practically an entire new plant, an undertaking not to be contemplated with enthusiasm in the present condition of the phosphate trade; in fact, Mr. Lopez has been freely quoted as being against starting up again. Whether this be a matured decision or merely a first impression after viewing the wreckage remains to be seen; the fact remains, however, that the damage done by the storm is likely to have a very important effect upon the future of the South Carolina phosphate industry. The Coosaw Company has been keeping close watch of Florida, and nobody would be surprised now to see that company take a more active part in the Florida phosphate industry.

An informal conference between the State authorities and the phosphate miners in Columbia last Saturday did not tend to improve the situation; in fact, it added further complications to those already existing. Immediately after the extent of the damage by the storm was determined it was announced that the State would make some concessions in the matter of royalty in order to relieve the phosphate miners, but when the representatives of the mining companies met Governor Tillman last Saturday the hope of relief from this quarter vanished. The obstacle that stands in the way of a reduction in the royalty is the obligation of the State to set aside \$75,000 per annum out of the phosphate royalties as a sinking fund for the new bonds of the State. Governor Tillman states his position as follows:

"We members of the board can only make an arrangement with the phosphate miners that will remain in force only so long as our terms of office last, and we could not possibly give any guarantee as to the future. They claim that the uncertainty as to the future will injure them. The only uncertainty that can exist is that which they themselves create. We have a sinking fund on which the issue of the new State bonds was based, and \$75,000 must come annually from the phosphate beds for this fund. This is a prior contract made by the State, and the State can't act in good faith and make any other.

"The board can only outline and settle upon some plan and get the legislature to adopt it. After the \$75,000 that is absolutely necessary is obtained from the royalty I see no reason why in case the price of the phosphate rock increases the royalty should not increase proportionately on some sliding scale. Our policy is a fixed one so far as getting the \$75,000 is

concerned. I can't assure the phosphate men of anything more than assistance, and no one else can do more.

"If the present mining companies don't continue to work the territory with what concessions we can give them we will have to get somebody else to mine the rock. I wish to help these people to go back to work and re-establish themselves as they were before the disaster if they will let me. But before I'll sell the rock at a price that is ruinous I will let it lie there till it can be mined in some other way. I will certainly do this before I will sell it at a price that won't produce \$75,000. The State is ready to let them resume at once. I have every disposition to get those people to work again. They have the dredges and mining property while we have the rock. It is a similar case to the working of a farm on shares. My idea is to have an account of the mining of the rock kept to balance against their losses. When the rock goes up and they are reimbursed then let the royalty return to the legal figure.

"I'm afraid that they think we are so poor that we will have to let them mine on their own terms, but we haven't got there yet. As I said before, we are pledged to the new bondholders to the extent of \$75,000 for a sinking fund from this royalty, and there is no possibility of changing any of the terms of that refunding act. If the royalty falls below the sinking-fund figures from the effect of the storm, why then that is something we cannot be held responsible for, but for us to make an agreement that would not insure this amount would be breaking the pledge of good faith of the State, and we won't do it. That is all."

As might easily be imagined, such an uncertain policy as that outlined by Governor Tillman is not at all encouraging to the miners. Voicing the sentiments of the phosphate men, Mr. Moses Lopez, of the Coosaw Company, states that there is no question that the mining companies will refuse to continue work on the terms proposed by Governor Tillman. They have suffered greatly, and this is about as good a time as any to liquidate. They do not propose to throw good money after bad, and that is about what it would amount to if they continue at work on the terms proposed by Governor Tillman. Mr. Lopez does not say that all of the phosphate works will suspend work, but he is confident that many of them will do so unless better terms than were offered in Columbia shall be given them. The proposition made by Governor Tillman is one which would compel them to continue work no matter how much they were losing by it. It will require the outlay of a large amount of capital to place many of the companies in good working order again, and before making it they want to know that they are going to be given a living chance. For the present it is likely that all of the companies will simply remain idle until it is definitely settled what they may have to expect from the State.

This is the situation at present; the Governor and the miners are a long way apart in their views, and until they can meet on a common ground that will be satisfactory to both, river, mining industry will be at a standstill. There is no denying that the phosphate companies have reached a critical point, and it is a toss-up with some of them whether they shall start anew or go out of business.

## Consumption of Nitrate of Soda.

The world's consumption of nitrate of soda, says the *Bulletin du Musée Commercial*, attained its maximum in the year 1891, aggregating 928,000 tons, of which Europe took 830,000 tons. Since that period the annual world's consumption has fallen to about 870,000 tons in 1892 and 845,000 tons in the year ending June 30, 1893. From 1877 to 1882 the consumption varied be-

tween 200,000 and 300,000 tons. The average quantity taken by the different countries were as follows: Germany 330,000 tons, France 200,000 tons, England 110,000 tons, Belgium 100,000 tons, Holland 40,000 tons, Italy and Spain 10,000 tons and America 100,000 tons.

## Phosphate Shipments to September 1.

The shipments of Florida phosphates from January 1 to September 1, 1893, have been as follows in long tons:

	Domestic	Foreign	Total
Fernandina.....	73,177	73,177	146,354
Tampa.....	18,760	47,870	66,630
Punta Gorda.....	11,110	37,769	48,879
Savannah.....	21,300	21,300	42,600
Brunswick.....	18,469	18,469	36,938
By rail.....	15,000	15,000	30,000
Consumed in Florida	6,000	6,000	12,000
Total.....	50,870	198,585	249,455

The shipments of South Carolina rock for the past two years, ending August 31, have been as follows:

1892-93.	Domestic	Foreign	Total
Charleston.....	121,939	175	122,114
Beaufort.....	96,720	177,893	274,613
By rail.....	51,842	.....	51,842
Consumed in S. C. ....	170,000	.....	170,000
Total.....	440,501	178,068	618,569
1891-92.			
Charleston.....	143,627	4,396	148,023
Beaufort.....	30,602	120,058	150,660
By rail.....	68,713	.....	68,713
Consumed in S. C. ....	181,000	.....	181,000
Total.....	423,942	124,454	548,396

## Production and Consumption of Fertilizers.

We are indebted to the admirable annual trade review of the Charleston *News and Courier* for the following figures about the fertilizer trade of the South Atlantic manufacturers:

## SHIPMENTS OF FERTILIZERS.

	1891.	1892.	1893.
From Charleston.....	267,975	214,338	325,618
From Port Royal.....	33,000	37,000	31,000
From Savannah.....	112,000	108,119	120,000

## ESTIMATED ANNUAL CONSUMPTION OF FERTILIZERS FOR 1893.

	Tons.
Alabama.....	35,000
Florida.....	35,000
Georgia.....	250,000
South Carolina.....	115,000
North Carolina.....	90,000
Tennessee.....	35,000
Kentucky.....	20,000
Mississippi.....	15,000
Arkansas.....	15,000
Louisiana.....	25,000
Texas.....	10,000
Virginia.....	50,000
West Virginia.....	25,000
Northeastern States ..	105,000
Western States.....	80,000
Northern States.....	285,000
Total.....	1,230,000
1892.....	1,070,000
1891.....	1,340,000
1890.....	1,195,000
1889.....	1,310,000
1888.....	975,500

## Port Tampa Phosphate Shipments.

September 5.—Sailed—German steamship Markomannia, with a cargo of 2307 tons of pebble phosphate from the Wells Phosphate Co., for Hamburg.

September 6.—Sailed—Norwegian steamship Taurus, with a cargo of 2755 tons of rock phosphate from the Anglo-Continental Guano Co., for Hamburg.

September 7.—Sailed—British steamship Elphinstone, with a cargo of 1839 tons of pebble phosphate from the Anglo-Continental Guano Co., and put on board 500 tons additional down the bay, making her fully cargo 2339 tons, all for Hamburg.

The British steamship Leaconfield, which cleared from Port Tampa on August 26, was loaded by the Anglo-Continental Guano Co. The only vessel in port on the 11th inst. loading phosphate was the British steamship Clifton.

THE Standard phosphate mines, near Ocala, Fla., have again put on a full force of men, with orders for phosphate rock to keep them employed for some time,

## Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, September 14.

During the past week trade has been unusually quiet and the market for phosphate rock still unsettled, owing to the recent losses at points of production in South Carolina. The demand at the moment is very light and manufacturers are not buying except to supply immediate necessities. There is a better tone reported in the European market, and the demand is somewhat better, with prices firm. Values in a local way are nominally steady. South Carolina rock \$4.50 to \$4.75 f. o. b. Charleston. Florida 60 per cent. river pebble is offered at \$4.25 f. o. b.; Tampa and Charlotte Harbor land pebble \$4.75 to \$5.00 for 65 and 70 per cent., price rising with guarantee. The only arrival during the week was the schooner William B. Steelman from Charleston, S. C., with 550 tons of phosphate rock. Phosphate charters are dull, with no business reported at the moment.

## FERTILIZER INGREDIENTS.

The general tone of the market shows very little change during the past week, and the demand for ammoniates is moderately active, with the list of values steady. There is every prospect of a good trade demand for material in the near future, and as the present monetary stringency relaxes business is expected to show a decided improvement. Already the reports from primary points are encouraging, the month opening with an improved demand for the various grades of ammoniates. There is a good demand for nitrate of soda and values are firmer, but not quotably higher. The following table represents the prices current at this date:

Sulphate of ammonia.....	\$3 15@ \$3 25
Nitrate of soda.....	1 85@ 2 00
Hoof meal.....	1 90@ 2 00
Blood.....	1 95@ 2 00
Azotine (beef).....	2 00@ 2 00
Azotine (pork).....	2 00@ 2 00
Tankage (concentrated).....	1 85@ 1 90
Tankage (9 and 20).....	\$4 00 and 10 cts.
Tankage (7 and 30).....	18 50@ 19 00
Fish (dry).....	2 00@ 2 00
Fish (acid).....	12@ 14

CHARLESTON, S. C., September 11.

The phosphate market at the moment is in a most unsettled state and the outlook rather discouraging, owing to the damage done by the late cyclone. The State authorities and mining companies are conferring together in reference to affording relief to the companies engaged in mining phosphate, but as yet have done nothing. The governor of the State and miners are far apart in their views. The advices from Europe are of a more encouraging character and the demand is said to have improved.

In a local way, however, for the present prices are purely nominal, and until the companies decide to continue developing the situation will remain unchanged. Crude rock is quoted \$3.75 to \$4.00 f. o. b. and hot-air-dried \$4.75 f. o. b. Ground rock is quoted \$7.50 to \$7.75 f. o. b. in bags. The shipments of phosphate rock for the week were 1200 tons per schooner Napoleon Boughton to New York and 550 tons per William B. Steelman to Baltimore; total 1750 tons. Freight on phosphate rock to Baltimore are quoted \$1.80 per ton.

## Phosphate and Fertilizer Notes.

GOVERNOR TILLMAN, of South Carolina, has announced that the proposed conference of the State commission with the representatives of the various phosphate companies, with the view of reducing the royalty and giving assistance by the State to enable the phosphate companies to resume work, will not be held in Columbia, S. C., as announced. The commission and representatives of the companies will proceed to Beaufort, and after inspecting the entire territory will hold a conference at that place on the 15th inst.

FOR the week ending September 6 the Bone Valley Phosphate Co. shipped 2800 tons of phosphate to Port Tampa, Fla.



# COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

## Notes on New Oil Mills.

### SAN MARCOS OIL CO.

The new oil mill of the San Marcos Oil Co., of San Marcos, Texas, will be put in operation on October 1. It is a 30-ton mill, equipped with machinery from the Van Winkle Gin & Machinery Co., Atlanta. Adjoining the mill is a ginney belonging to Woodall & Wood, erected at a cost of \$10,000. The company has made no arrangements covering the disposition of its output, but expects that all its hulls and cake will be taken by the local cattle feeders. The officers of the company are as follows: W. D. Wood, president; T. C. Johnson, secretary; G. W. Donaldson, treasurer; S. Woodall, manager. In addition to the president the board of directors includes H. Hardy, W. O. Hutchinson, J. S. Brown and J. H. Jennings.

### ITALY COTTON OIL CO.

The Italy Cotton Oil Co., of Italy, Texas, has a new 45-ton Van Winkle mill, erected this year. The company has a good plant, located in a live town in the best cotton section of Texas. The officers of the company are J. A. Abney, president; S. M. Dunlap, secretary and treasurer; R. C. Mitchell, manager.

### PALESTINE COTTONSEED OIL CO.

The Palestine Cottonseed Oil Co., of Palestine, Texas, expects to start its new mill this week. It is a thoroughly well built plant, equipped with modern oil machinery. It is rated as a 30-ton mill, but is expected to work up to forty tons in twenty-four hours. All the buildings are brick except the seedhouse. The mill is 50x40 feet, two stories high, and roofed with heavy metal. The mealhouse is of the same dimensions. The power plant was furnished by G. M. Dilly & Son, of Palestine, and consists of 100 horse-power Hamilton-Corliss engine, built by the Hooven, Owens & Rentschler Co., of Hamilton, Ohio, and two sixty horse-power boilers built by the Brownell & Co., of Dayton, Ohio. The oil-mill machinery was all furnished by the Cardwell Machine Co., of Richmond, Va., and was installed under the direction of Mr. W. S. Johns, of that company. The establishment of this new mill at Palestine is due chiefly to the energetic efforts of G. R. Cooke & Co., who are large stockholders in the company. This firm built a large gin last year just across the street from the new oil mill, and the seed from the ginney is turned into the oil mill. The officers of the oil-mill company are: Geo. A. Wright, president; P. W. Ezell, vice-president; H. L. Wright, secretary; Lucius Gooch, treasurer; W. B. Johnson, general manager.

### GEORGIA MILLS & ELEVATOR CO.

The new oil mill of the Georgia Mills & Elevator Co., at Macon, Ga., will be ready to start about October 1 or perhaps later. The mill will have a capacity of forty-five tons per twenty-four hours, but will be so constructed that it will have a capacity of ninety tons in every part except the cookers and presses, thereby making it possible to gin and hull enough seed in twelve hours to run the mill twenty-four hours. The linters, hulls, seedhouse and other portions of the plant except the pressroom will then be shut down at night, which is of course a great advantage, especially from an insurance standpoint, as well as in the saving of labor. By the addition of the necessary heaters and presses the capacity of the mill can easily be increased to ninety tons if desired.

The machinery was furnished by the Van Winkle Gin & Machinery Co., of Atlanta,

Ga., and contains all of the latest improvements. The buildings are especially well adapted to the purpose, having abundant room both for the machinery and for the storage of cottonseed. The mill is also well equipped for shipping, having sidings from two railroads, one on each side of the mill. From an insurance standpoint, as well as the milling point of view, the company expects its plant to be a standard mill. The company has stopped the manufacture of flour, and all the flour-mill machinery has been taken out and is being replaced by new oil machinery. The grist mill will be left in place for grinding corn if desired. The officers of the company are as follows: W. E. McCaw, president; H. M. Willett, vice-president; C. Q. Carnes, manager; Jas. R. Rice, secretary.

Under date of September 5 Manager Carnes writes us: "The outlook is good for cottonseed, notwithstanding the fact that the rains have seriously affected the cotton crop in this immediate section. The price for seed will be low and this will keep back some seed, though most of the farmers, especially the negroes, will sell their seed to get the cash. There is a good demand for cottonseed meal for fertilizer and hulls for feed."

### COMANCHE COTTONSEED OIL MILL CO.

The new mill of the Comanche Cottonseed Oil Mill Co., at Comanche, Texas, is 150x50 feet, built entirely of stone. It contains boiler-room, engine-room, press-room, meal and linter-room and cottonpress room. The plant is equipped with machinery from Talbott & Sons, of Richmond, Va., of the latest approved types, and has a capacity of fifty tons per day. There is no ginney nor refinery, the oil being shipped crude. The company has the following officers: H. R. Martin, president; T. C. Hill, vice-president; P. Moodie, secretary and manager; C. B. Mason, treasurer.

## July Exports of Oil.

According to the official returns made to the Treasury Department, the exports of cottonseed oil during the month of July were as follows, the quantities being in gallons:

Baltimore.....	4,100
Corpus Christi.....	4,895
Huron.....	8,868
Mobile.....	3,170
New Orleans.....	64,500
New York.....	44,977
North and South Dakota.....	82
Paso del Norte.....	24,521
Saluria.....	12,400
Vermont.....	7,847
Total.....	551,630

## The Markets for Cottonseed Products.

### NEW YORK, September 13.

The oil market continued dull and easier during the latter half of last week, and a fair quantity of prime summer yellow oil sold at thirty-five cents and off yellow and red oils at thirty to thirty-three cents. There was nothing doing in crude because there was no stock, while trades were made f. o. b. loose at the mills, buyers' tanks, at twenty-three to twenty-four cents. The beginning of this week, however, has seen a decided change in the market. This has been due to the small offerings of new oil here and the good demand which has developed from the West. This demand advanced the price of crude oil f. o. b. loose at mills to twenty-eight cents, and this figure is now freely bid for September and October shipment of crude oil from Texas mills, while many mills are refusing to sell at any figure, and limited offerings are made at thirty cents. Seed is reported scarce and higher in Texas, while in the Atlantic States the bad weather has made people afraid to offer prime oil, and many mills have not yet started crushing in that section.

The market at the present writing is not only without any pressure to sell new oil, but there is absolutely nothing offering at the moment. The stock of old oil has

been considerably reduced and is not very large, not large enough to supply any good demand should it appear. The strength of the lard market and the bad weather in the Atlantic is making people feel much more confident about the value of prime oils and creating less confidence in the value of off grades. The situation is therefore such that the market may easily advance considerably on prime goods, and the feeling in the market is changing from one of dullness and depression to one where decidedly more confidence is shown in values, although as yet very little business has been put through. Thirty-six cents is bid freely at the close for prime summer yellow. Other grades are in such small supply that there is practically no market, but exporters cannot pay more than thirty cents for soap oils, and the demand for off-grade goods for home trade is very small and limited to retail lots. Of course, a continuation of unfavorable weather conditions in the Atlantic will undoubtedly unfavorably affect the quality of new seed and new oil. We hope that this better feeling and stronger markets will give us a market where business can be put through to some advantage. It has been a long time since we had a decent market where one could tell at what price he could buy or sell oil.

### HOPKINS, DWIGHT & CO.

### NEW ORLEANS, September 11.

The market for cottonseed products in New Orleans has undergone but little change during the past week, and values are about steady. Cottonseed is \$1.00 lower, and receivers' prices are \$11.00 per ton of 2000 pounds delivered in the city. Cottonseed meal is jobbing at depot at \$22.00 to \$22.50 per short ton, and for export \$23.75 to \$24.00 per long ton f. o. b.; oilcake for export \$23.75 to \$24.00 per long ton f. o. b.; crude cottonseed oil is quoted twenty-eight cents per gallon for strictly prime in barrels, and twenty-five to twenty-six cents for loose; soap stock one and one-eighth to one and a-quarter cents; cottonseed hulls thirty to thirty-five cents per 100 pounds, according to location of mill; foots one and a-half cents asked; linters A, three and three-quarters to four cents; B three to three and a-quarter, and C two and a-half to two and three-quarters cents; ashes \$17.00 to \$18.00 asked per ton of 2000 pounds f. o. b. The exports of cottonseed oil from New Orleans since September 1 amount to 118,850 gallons.

### ROTTERDAM, August 26.

Since my last review the market has again been very quiet. As I have already written, some very large parcels have been sold at thirty guilders per 100 kilos, and this price can still be obtained for good oil. The holders, however, refuse to make this price for further lots, and the official quotation is now thirty-two guilders for good oil of well-known brands. The butter-makers refuse to pay this price, and will give only thirty guilders for good oil, and because they do not need the oil now they will wait until they want it or until the holders will sell at thirty guilders.

Money is getting somewhat easier, and it seems that the owners of oil do not want to sell their goods at the low prices offered. Although we have some demand in October and November before the new oil makes its appearance on the market, it is very doubtful if the owners are doing well in refusing the offered prices. All the butter-makers have some stock of oil, and they will wait until the last moment before buying at the quoted prices. The quality of the 1892 crop was not good, and advices from America say that the 1893 crop will probably be much better and the prices not high; therefore, the customers think it better to pay somewhat higher prices for new oil. In the first place, the quality will be better, and in the second place, the parcels will arrive in cold weather, when

much oil is used. If a butter-maker buys now he must not only pay for the goods, but also interest and warehouse expenses, and he gets 1892 oil, while his competitor can use the better oil of the 1893 crop.

Because hardly any oil is being used now, the merchants will buy only at moderate prices, and probably owners would do well to accept the lower figures offered, as there will not be much chance to get higher prices for 1892 oil later on.

### G. W. SANCHES.

[NOTE.—The price in guilders per 100 kilos multiplied by 1.6 will give the price in cents per gallon.—Ed.]

## Cottonseed-Oil Notes.

THE mill of the Central Texas Cotton Oil Co., at Temple, Texas, is now completed and ready to handle the new seed. The mill has a capacity of 125 tons per day and is one of the finest mills in the State.

MANAGER FITZSIMONS, of the Southern Cotton Oil Co., at Columbia, S. C., writes us that his mill is in thorough order for the year's business, and only waiting for the harvesting of the new crop to enter the field. The seed crop will be delayed considerably by the gale that passed over that section, as it will make the first seed absolutely worthless for oil-mill business.

THE cottonseed-oil mill at Rockdale, Texas, started running last week on full time, night and day.

THE new mill of the Alabama Cotton Oil Co. (American Cotton Oil Co.) at Demopolis, Ala., is now being equipped and will not be ready for operating before the 1st of November. George J. Michael is manager.

MR. W. B. JOHNSON, of the firm of G. R. Cooke & Co., extensive ginners at Palestine, Texas, writes us under date of September 4: "The crop has been cut off somewhat and seed will be scarce. We expect a large advance."

THE ginney department of the Charlotte Oil & Fertilizer Co.'s big plant at Charlotte, N. C., has started up. The oil mill will start up for the season in about two weeks.

THE Caldwell Oil Mill at Caldwell, Texas, is running on full time. The products of the mill have been advanced in price on account of the higher prices paid for seed. The price of seed has run up to \$11.00 per ton.

THE exports of cottonseed oil from the port of New York for the week ending September 7 were 35,131 gallons, against 43,857 gallons for the corresponding week last year.

## Work on the Texas and Louisiana Coast.

Major James B. Quin, of the United States engineer corps, in charge of the seventh and eighth lighthouse districts of the State, reached New Orleans last week, having been absent from the city for about ten days. On jetty improvements and lighthouse building Major Quin says: "The lighthouse contemplated at Brazos may be said to be in process of construction, the site having been secured and the plans and specifications drawn up. Work will be commenced upon the tower in a few weeks. At Crooked river negotiations are on foot for ground on which to construct a lighthouse. The lock at Plaquemine which it was decided to build some time since will be begun shortly. The prosecution of the dredging at Sabine Pass has been pushed well forward during August. There is now sixteen feet of water in the channel almost all the way across the bar. The jetties, too, have been advanced nearly 1000 feet. There lacks about 1500 feet still to be dredged before the channel can be pronounced open. About an equal length of jetty remains to be constructed." Major Quin thinks it is likely that the improvements will be completed by the end of the year.

## Manufacturers' Record.

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BALTIMORE, SEPTEMBER 15, 1893.

WE learn from the *Macon Telegraph* that it is proposed to bring several large excursions from the North and West to Georgia for the purpose of interesting them in that State and securing desirable settlers. This is a practical step in the right direction and such a course cannot fail to bring good results. There is nothing like object-lessons to convince the unbelieving.

BUSINESS is gradually returning to its normal condition. Merchants are buying more liberally, manufacturers are running their plants on full time, idle hands are finding work, money is circulating more freely, people are paying their bills more promptly and everything denotes a better state of affairs, and yet Congress has not repealed the Sherman act and the Senate is still dallying in debate. There is every prospect that good times will be upon us again before the Senate reaches the point of action. All of this goes to show us how largely imaginary the hard times have been and how little basis there really was for such stringency and depression as have been upon us. Confidence is the only factor required to create good business conditions, and it seems that the people are finding this element without the aid of Congress.

IF the MANUFACTURERS' RECORD can suggest how the South can be extensively advertised and the Southern railroads be made immigration allies and "feeders"—as the Pennsylvania system is for the West—and all without much money, the *Times-Union* would like to learn the secret—*Jacksonville Times-Union*.

If you want a suggestion, we have it ready for you. Fill up an issue of your paper with facts about Florida—definite, detailed information about what your Florida farmers and fruit-growers are doing—and send a few thousand copies of that issue among the farmers of the West and Northwest. Give them an account of the experiences of Northern and Western men who are now in Florida, and let these men tell their own stories. Do this just as often as your devotion to the interests of Florida moves you, and while you may not put many dollars into your own pocket by this missionary work, you will do a heap of good for Florida. This is the quickest,

easiest, cheapest and most effective way to bring Northern people South. You cannot set the whole machinery of immigration in motion at once, but you can help mightily by doing some work of this character. Not only do we advise this plan, but we are also trying it ourselves.

THE Illinois Central Railroad is making a special effort to interest Mississippi farmers in sorghum culture, and to this end special freight rates on sorghum products have been offered by the railroad. Mr. W. H. Hays, of Jackson, Miss., traveling freight agent of the Illinois Central, has been giving the subject considerable study, and he says that about twenty-five cents per gallon can be obtained for sorghum syrup, and about 200 gallons can be produced on an acre of average Mississippi soil. The cost of growing and marketing sorghum syrup should not exceed \$10.00 per acre of cane planted, which would leave a net profit to the planters of \$40.00 per acre. The crop can be raised and marketed long before the cotton crop, and at much less cost, and a crop of cow peas can follow same year on the same land. The fodder of the sorghum is valuable, and will make from 500 to 1000 pounds to the acre.

### Commerce of the Mississippi River.

Prior to the construction of railroads in the Mississippi valley the Mississippi river was the great highway of commerce between the North and South. Being the only interior means of communication, the river controlled all the internal commerce of the country between the North and South. The advent of the railroad, however, and the demand for more rapid transportation introduced a competing factor that has very largely lessened the prestige of the Mississippi river as a carrier of freight and passengers. The railroads have robbed the river of its passenger traffic, and great inroads have been made upon the freight business. The magnificent river steamboats of a quarter of a century ago have given place to more common-place carriers of freight. The commerce of the great river has lost much of its volume, its profit and its attractive features, but it still remains as a great industry.

Mr. Walter Kennedy, of the Memphis *Appeal-Avalanche*, contributes to the *Engineering Magazine* an interesting article on steamboating in the West and South, which discusses the rise and decline of the commerce of the Mississippi river. Steamboating on the river was at its prime during the fifteen years following the close of the war and during that period. The largest number of vessels built on the Mississippi and its tributaries was 460 in 1878, their aggregate tonnage being 62,928 tons, but in 1881 a total of 182 new vessels reached an aggregate tonnage of 81,189 tons. Since the latter year there has been a steady decline, both in number of vessels and their aggregate tonnage, with a small improvement during the last three or four years, as the following figures will show. These figures are from the records of the bureau of navigation, and represent the number and tonnage of new vessels built on the Mississippi

and its tributaries during years ended June 30:

Year.	No.	Tons.
1878 .....	460	68,928
1879 .....	390	62,213
1880 .....	135	32,791
1881 .....	182	81,189
1882 .....	152	35,817
1883 .....	125	26,443
1884 .....	93	16,664
1885 .....	81	11,226
1886 .....	76	10,595
1887 .....	79	10,901
1888 .....	84	11,859
1889 .....	83	12,202
1890 .....	104	16,500
1891 .....	114	19,984
1892 .....	99	14,800

The commerce of the Mississippi river, however, has not been killed by railroad competition, nor will it be destroyed. Its development has been temporarily arrested, but we expect to see a revival and further growth. The value of our internal waterways from a commercial standpoint is beyond calculation, and even the reduction in rates that has been forced by railroad competition cannot destroy their utility. Railroad rates have about reached minimum of cost, and it now remains for river commerce to adjust itself to the basis thus established. This done, we shall see an enormous expansion of the traffic of the Mississippi river and our other great internal waterways.

### The Maryland "Handbook."

The book about Maryland which has been published by the board of World's Fair managers of Maryland is disappointing to those who anticipated that the large expenditure of money upon this work would produce something of practical value. As a cyclopedia, to be placed upon the shelves of a few libraries or to be given away to newspaper editors, it is a considerable success; as a handbook of the State, calculated to have wide circulation and extended use among those whom it is most desired to interest in Maryland as prospective citizens, it is a failure. When it was announced that a book on Maryland was in course of preparation as a means of making known the resources and advantages of the State at the World's Fair, it was generally expected that the volume would be one of popular character and convenient proportions, something that would benefit the State by its wide circulation and use. Instead of this, however, we have a few thousand copies of a ponderous volume of 500 pages of a shape unknown to makers of books, made up of a mass of material that is valuable enough in its way, but too overwhelming in its quantity to be of any interest to busy, practical men of the day.

The publication of such a book appears to us to be a wanton waste of money, with benefit to none but the printers, for whom it would seem that this work was undertaken. Parenthetically it might be remarked that the mechanical features of the book, with the exception of a few of the engravings, are such as would not pass muster in any first-class printing house. When the literature of the world was confined to parchment scrolls, style and mechanical excellence were not essential factors in making books popular, but in these days when books are largely articles of merchandise, size, shape, style and typography are often the determining elements of popularity or the reverse. So, at the first glance, this Maryland book is con-

demned on account of its awkward size and weight.

The book contains a great amount of exceedingly well-prepared, interesting and valuable matter, but there is too much of it. The names of the authors of the various chapters in the book are sufficient guarantee of their worth, and there is no disputing the fact that this is by far the most elaborate and accurate cyclopedia on Maryland that has ever been undertaken. The 100 pages of geology and mineral resources, by Professor Williams and Dr. Clark, are carefully and intelligently prepared. The fifty pages on agriculture and live stock, by Mr. Milton Whitney, is a very interesting treatise, and the various industrial interests of the State are treated fully and intelligently. To the student of Maryland's resources all of this material is of great value, but what number of students will ever have occasion to use this book, and what will their study profit the people of Maryland? To us this book is of great interest and value, but the expenditure of \$10,000 in the production of a cyclopedia that will enable a few writers to scribble learnedly about Maryland is a lamentable waste of money, especially when the same money could be used to infinitely greater advantage.

We understand that the cost of this book was in the vicinity of \$10,000, and we should say that the cost was upwards of \$2.00 per volume. A few of these books will probably be sold at \$1.50 to Maryland people, to whom it is of most interest, but the greater number of the books will be either given away or left in the packing cases. In any event, the proceeds will not reach one-half of the cost. By the expenditure of no more money than will be lost in this venture, thousands of copies of a compact, handy little book could be distributed over the country and placed in the hands of those who would read them and become interested in Maryland. It was not the function of the World's Fair commissioners to undertake the preparation of such a ponderous cyclopedia as they have produced, but it would have been eminently fitting for them to publish a large edition of a small handbook of a size and cost that would have permitted its gratuitous distribution at Chicago. For what has been spent on this Maryland book 100,000 copies of a 200-page pocket handbook could have been scattered broadcast, and is it not obvious that there would have been correspondingly greater benefit to Maryland?

We can commend in the highest terms the work of the gentlemen who have put this great book together, but we deprecate with equal earnestness the judgment that planned such a ponderous, costly and comparatively useless volume. The publication of a quarto bible by the World's Fair managers for distribution among the city councilmen of Baltimore would have been no more inappropriate than the production of this huge book has been. It is a lamentable waste of \$10,000 that might have been used to immense advantage upon this occasion. The publication and free distribution of a little Maryland handbook by the Baltimore *Sun* on Maryland day at the fair was an infinitely more practical work than the costly compilation of the big Maryland book.



# CORRESPONDENCE

## Profits in Virginia Hay Farms.

NORFOLK, VA., September 4.

Editor *Manufacturers' Record*:

In the September 1 issue of your valuable and truly loyal journal we note the editorial under the heading "Facts for Western Farmers," and in accord with the suggestions contained therein have to say:

Throughout almost the entire South the grass crop is either very sadly neglected or entirely ignored until it has become almost a general idea at the North, West and East that grass cannot be successfully or profitably grown at the South. Now I have spent a little more than fourteen years in the South, during which time I have been engaged in dairying, market gardening and general farming.

From my own experience, and from observation of the experiences of others, I am prepared to say that every acre of land within twenty or thirty miles of this city will grow clover as satisfactorily as any land in the United States. Much of it will grow good timothy, although, as a rule, the land is not quite stiff enough for timothy. Clover, orchard grass, millet, oats and rye can be grown to perfection. The vines of the peanut make most excellent hay for milch cows and mules. Ton for ton, it will make more milk than clover hay.

All, or nearly all, vacant lands in July send up a crop of grass called "crap or crop grass," because it comes in after crops maturing in midsummer have been taken off the land. Such grass yields from one to two tons per acre, and there is not a cent of expense attached to the crop except for cutting and storing it, and it is worth as much as clover hay, ton for ton, to feed on the farm. The white and red clover take the berry beds the third year after berries are set out, and sometimes the second year. Purely volunteer crops of clover have been sold standing at \$20.00 per acre for the first cutting, and the second cutting was plowed under and the following February planted in potatoes, which brought to the owner a net profit of more than \$100 per acre.

A few years since a practical Pennsylvania farmer came here to buy a farm. After looking the matter over thoroughly, he selected a farm at a price of \$10,000, paying down one-fourth the purchase money and giving notes for the balance, payable \$1000 annually. He is making his deferred payments in hay grown on the farm. Where else in the United States would a man be justified in attempting to do this? He raises about 100 tons of hay yearly. He sells it in this market at prices ranging from \$15.00 to \$18.00 for timothy, and \$12.00 to \$14.00 for clover, or clover and orchard grass mixed.

As this seaport city receives from the North and West about 2000 tons of hay per month, one can see that it would take a great many hay growers here to supply our home demand. It is estimated that we have within a 20-mile limit of this city between 50,000 and 60,000 acres of land used for market-gardening purposes, for which purpose no better lands nor better location can be found in the world. Within this same limit is another 50,000 or 60,000 acres of very fine grass land lying almost entirely idle. Our farmers are playing with might and main on a fiddle with only one string—truck. With thousands upon thousands of acre of good hay lands lying idle, we are allowing the other sections of the Union to send us from 20,000 to 25,000 tons of baled hay per annum. These fine hay lands range in price from \$10.00 to \$50.00 per acre, and if put into grass, by intelligent cultivation, they will pay for themselves with two annual crops of hay and often with one crop. We can give any number of names of parties who

are raising hay and raising it successfully and profitably.

Let the Michigan farmer come here and raise hay at \$18.00 per ton instead of raising it for us in Michigan at \$5.00 per ton. We have the soil, the climate and the market; all we need is the man. We want the men to intelligently press the agricultural button; nature will do the rest. A. JEFFERS.

## How Birmingham is Progressing.

BIRMINGHAM, ALA., September 11.

Editor *Manufacturers' Record*:

It has been definitely decided that the reunion of Confederate Veterans will take place in Birmingham on October 2 and 3. The Commercial Club has decided to take advantage of the presence of thousands of leading citizens from all portions of the country to give them an object-lesson in the industrial resources of Birmingham. The manufacturing committee of the club is collecting in its large hall a display of the minerals of the district and of all the articles manufactured in the county. The display will consist of samples showing just what the district is doing, so that visitors can see it all in small space.

The little factory established here some months since to make aluminum paint continues in operation, despite the business depression. It uses bauxite from the Calhoun county mines as the base. The process is new and the mill was started somewhat as an experiment. The special merit claimed for the paint is the greater resistance of aluminum over lead to the action of heat. The owners now claim for it a demonstrated commercial success.

The Birmingham Paint & Roofing Co. has added two mills for the grinding of dry paint from Red Mountain ores.

The Southern Pump Works have resumed operations after a temporary shutdown on account of the business depression.

CHAPPELL CORY.

## Glass Works Starting Up.

ALEXANDRIA, IND., September 9.

Editor *Manufacturers' Record*:

The De Pauw Glass Works and the Lippincott Glass Works will start up on October 1, giving employment to 1300 hands. These works shut down early in the summer, in accordance with regular custom, and not because of the business and financial conditions. In fact, Alexandria has suffered far less from the general depression than the rest of the country. Up to a few weeks ago building was going on actively, residences and stores going up, not on speculation, but to meet a pressing demand for them. During the last few weeks the scarcity of money has been severely felt, it is true, but things are looking up now, and it looks as if we are going to have great activity through the fall and winter. There is urgent and growing need for small houses. It will be impossible to get houses built fast enough to supply homes for the families of operatives to be brought here by factories that will go into operation. The hands in the glass factories make big wages, and as a rule own their homes. Small houses can be sold as fast as they can be built at a good profit.

THE canners of Harford county, Md., have packed about 7500 cases of corn and tomatoes thus far, which is a decrease from last year's figures. It is feared that the frost will injure the late crop of tomatoes and further restrict the packing.

THE Tobacco Board of Trade will reopen the Durham, N. C., tobacco warehouses for the sale of leaf tobacco. They have been closed for some time on account of the money stringency.

THE property valuation in New Hanover county, N. C., including the city of Wilmington, is \$8,250,000.

## OPINIONS OF THE DAY.

### What Various Authorities Think of the Business Situation.

*Bradstreet's*: "The third successive week of improving financial conditions, followed by a stimulation of demand for staple articles at many points, has practically satisfied the commercial and industrial communities that the change for the better is the result of improved conditions, and that the movement will prove continuous."

Henry Clews: "The spirit and strength of the market indicate that the upward movement has not yet spent its force."

*Financial Chronicle*: "It is a significant circumstance to state that there is no longer any premium on gold, and on currency it is only nominal; yet it is of still greater importance to know that time money is procurable, and that commercial paper has begun to be salable again, and what is better than that, even mills and factories are starting up in all parts of the country, the army of the unemployed is getting to work, while merchants, at this centre certainly, and, so far as we have learned, elsewhere too, are beginning to admit that they are more than satisfied with the week's gain."

*American Banker*: "Currency which was withdrawn by unreasonably frightened depositors is flowing back to the banks in large volumes. We have unquestioned testimony to this effect from many sections of the country, and especially from those particular parts which suffered severest from the drain. It has been purely a banking panic."

Hambleton & Co.: "The national-bank circulation is so secure and universally acceptable that the people will never be satisfied with any bank issue not equally well secured. A repeal of the State bank-note tax need not alarm anyone. It would be inoperative unless accompanied with such restrictions and securities as will satisfy the people that the notes of any bank and all banks were equally good and above suspicion."

### Southern Real Estate Matters.

CROWLEY, the distributing point for the great rice fields of southwest Louisiana, has grown phenomenally with the development of the rice industry. In 1888 the property assessment was \$45,395; in 1889, \$73,290; in 1890, \$77,515; in 1891, \$93,080; in 1892, \$219,530; in 1893, \$330,035. The wealth of Crowley has increased a little more than sevenfold in these six years.

THE total assessment for Terrebonne parish, La., this year amounts to \$1,752,290, an increase of \$92,285 over last year's figures. It is gratifying to note this increase, as it speaks well for the growth of the parish during the past year. There are a number of new enterprises on foot which will not come under this year's assessment, but will be matured in time to swell the assessment rolls of 1894 considerably and probably bring the total assessment up to \$2,000,000 or more.

THE transactions in real estate in Baltimore for the week ending September 8 amounted to \$385,382.67, against \$230,812.54 for the corresponding week of 1892, an increase of about \$155,000. The projected buildings for the week numbered seventy-six, eighteen of which were for three-story, fifty-six were for two-story and the balance for one-story brick, stone and frame buildings, as compared with 107 for corresponding week last year.

FEW of the residents of the city even realize the extent of building operations in Washington, D. C., and the improvement of real estate in the city and suburbs. During the month of August the sum of \$336,882 was expended in building, although the business depression affected

the city in common with other centres of trade. In the northwest section 111 structures were built or repaired at an expense of \$215,194; in the northeast there were eighteen at an expense of \$15,009; in southeast twenty-one at an expense of \$52,757, and in the southwest nineteen at an expense of \$14,720. In all, fifty-nine business buildings, hotels and dwellings were completed during the month.

DURING the commercial year ending August 31, 1893, permits for the erection of 110 new buildings, valued at \$131,329, were issued in Charleston, S. C. During the same time 120 permits for repairs, amounting to \$52,640, were issued. The 1892 assessment shows a total property valuation of \$21,987,122, as compared with \$21,433,031 in 1891, a gain of \$554,091.

### Large Deal in Missouri Mineral Lands.

A deal involving over a quarter of a million dollars and a large amount of land in Jasper and Newton counties, Mo., was consummated on the 7th inst. by T. D. Wannefried, of Joplin, Mo., representing himself and others of that city and in St. Louis, and in Europe by a company of English capitalists known as the Quicke Mining & Smelting Co., of London, England. The deal involved the transfer to the Quicke Mining & Smelting Co. of the lease of the Chief Mining Co. on the Chatham land at Cartersville for \$15,000 cash. It also involved the transfer to the Quicke Mining & Smelting Co. of 2240 acres of land in Newton county for which it pays \$25 per acre. By the deal this company also acquires one-half ownership in a lease of 280 acres of mineral land near Webb City, for which they paid at the rate of \$250,000 for the entire lease.

The Quicke Company purchased the property simply as an investment, being aware of the resources of the Chief mine and other properties. The company will let its property lie as it is for the present, except that of the Chief mine, which will be operated to its full capacity.

### Improvements in Acadia Rice Mill.

THE Acadia Rice Mill at Crowley, La., has undergone many substantial improvements during the summer, its capacity being increased from 62,000 bags to nearly 100,000 bags. The unprecedented growth of the business of this mill has necessitated an addition of three warehouses, with a floor space of 10,000 square feet and increased storage room for 30,000 bags of rough rice. The mill has been thoroughly overhauled throughout and a number of alterations and additions made to facilitate the handling of the rough and clean product. One of the most important changes is the construction of a number of conveyors to supply the rice to the pounders, thus introducing a great saving of labor. A mammoth new polisher has been added to the mill, with a capacity of twenty-two barrels of clean rice per hour. The power to run the mill is supplied by a 150 horsepower Shakespeare engine. Under the present management of Mr. E. Daboval, Jr., of New Orleans, the prosperity of this extensive milling enterprise is fully assured, and the efforts to establish a trade with the North and West have been signally successful.

### Immigrants Wanted in Maryland.

THE Deer Creek Farmers' Club of Harford County, Md., is considering the best means of attracting farmers to that section of Maryland. It is one of the great vegetable growing parts of the South and affords excellent opportunities to thrifty farmers. It is reported that farm labor is scarce and the large cultivators will offer liberal inducements to secure help. Hon. Herman Stump has offered to send twenty families to the county and the club will probably accept his offer.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on page 122.]

## Condition of the Southern Cotton Mills

[From the annual crop report of Henry G. Hester, secretary New Orleans Cotton Exchange.]

The returns relating to cotton consumption in the South are of a most satisfactory description. The financial disturbances, so serious in other sections of the country, exerted but little influence on the mills in the cotton belt up to the beginning of August, and even then, in reply to a direct question sent to every mill, a surprisingly large number stated that they had experienced no ill effects. It is true that a general sense of uneasiness prevailed among mill owners, and there were growing complaints of increasing difficulty of disposing of goods. Fears were expressed also of possible danger ahead to result from continued financial stringency, but as a matter of fact the consumption of raw cotton had been but little affected.

As indicated by the tables annexed, the total consumption in all the mills (old and new) for the year was 743,848 bales, against 686,080 for the season of 1891-92, and 604,661 for 1890-91, a gain over last year of 8.42 per cent., and over the year before of slightly more than 23 per cent.

This year's total, of course, includes new mills. These embrace 135,216 spindles, and although many of the latter were not brought into full play, yet those that were in operation worked up 29,482 bales of raw cotton. Deducting this amount would leave as the consumption of the old mills 714,362, against 686,080 last year, as above. While part of this gain was due to increase of spindles in old mills, most of it resulted from longer hours and increased activity during the first eleven months of the season. August is generally a dull month, and many mills suspend temporarily or resort to short time then for repairs, etc., so that the average consumption is less than that of other months. This season has not been an exception, but, as stated, a general feeling of doubt prevails as to possibilities in the immediate future, many reports expressing uncertainty as to length of suspension. My returns show total August consumption this year of 49,449, against 51,984 for that month last year, but as this year's total includes 2644 bales by new mills not in existence at this time last season, probably allowing also for new spindles in old mills, the decreased consumption was for the month about 6000 bales.

The facts show that no manufacturing industry is on a safer or more rapidly-growing basis than cotton milling in the South. It has not been the subject of "booming," but the result of solid business calculation, steadily demonstrating year by year that it pays better to locate mills by the side of the cotton fields than to transport the bulky raw material long distances to manufacturing. Five years ago (1889-90) Southern mills consumed 480,000 bales; this year, in face of unfavorable commercial conditions, they used 744,000, an increase of 264,000 bales, or 55 per cent. The increase in bales or spindles may not be considered large compared with the total cotton-manufacturing industry of the country, but the percentage of growth is significant. During the past year 173,467 spindles have been added to those previously in operation, of which 135,216 were in new mills and 38,251 additions to old mills. In the tables annexed I have given over 91,000 spindles in "new mills not completed," but they do not include at least 30,000 spindles which will probably be placed in concerns building that could not furnish accurate information. Further improvements are going on in old mills, so that it is conservative to

assume in another season nearly if not all of 150,000 new spindles may be brought into play. Besides this I have returns from numerous points where companies are projected, some of which are being pushed ahead, and others only awaiting an improvement in the general financial outlook. It is true that, aside from other considerations, the necessity for skilled labor may in a measure interfere with rapid growth of cotton milling in the South as its proportions increase, but with an abundant supply of work people that may be readily taught, this will in a comparatively short period be obviated.

A careful revision of the list has resulted in crossing out twenty old concerns with antiquated and useless machinery previously noted under the head of "idle" and now permanently stopped; four mills have been burned and three removed or merged into other organizations. The additions for the year have been eighteen new (not including those counted as new not completed in last year's list) and twenty-three new not completed. These make the total number of mills 369, against 356 on August 31, 1892, a net gain of thirteen.

The spindles now in operation are 2,171,147, against 1,998,680 at this time last year.

In the list of States South Carolina has again forged ahead, reaching nearly 204,000 bales (an increase of 18,000), equaling 42½ per cent. of the entire Southern consumption for 1889-90, and over 27 per cent. of the present year's consumption.

Georgia follows closely with 184,000 bales, or 16,000 increase; North Carolina with nearly 182,000, or 16,000 increase, while Alabama is 8000 bales ahead of last year.

The following table shows the total number of mills in the South, the number in operation, idle or building:

States.	Total.	In operation		Idle.	Building.
		Old.	New		
Alabama.....	28	20	3	4	2
Arkansas.....	3	1	.....	2	.....
Georgia.....	68	53	4	3	5
Kentucky.....	6	6	.....	.....	.....
Louisiana.....	4	4	.....	.....	.....
Mississippi.....	11	7	.....	4	.....
Missouri.....	2	1	.....	1	.....
N. Carolina.....	139	105	14	7	10
S. Carolina.....	60	46	7	3	4
Tennessee.....	28	25	1	2	.....
Texas.....	9	6	1	1	.....
Virginia.....	13	11	1	1	.....
Total.....	369	258	30	28	23

The following table gives the number of looms and spindles in active Southern mills, with their consumption of cotton:

States	Mills.	Looms	Spindles	Bales.
Alabama.....	22	2,875	159,912	50,222
Arkansas.....	1	168	3,000	765
Georgia.....	57	11,243	511,336	184,403
Kentucky.....	6	688	59,543	17,004
Louisiana.....	4	1,518	52,800	14,468
Mississippi.....	7	1,812	51,692	15,935
Missouri.....	1	240	10,700	1,931
North Carolina.....	122	11,168	524,770	184,991
South Carolina.....	53	13,537	545,457	203,533
Tennessee.....	26	2,621	129,215	33,443
Texas.....	7	1,362	44,436	12,390
Virginia.....	12	3,109	105,485	27,792
Total.....	318	50,221	2,171,147	743,848

In last year's report allusion was made to the heavy takings of American mills as one of the best signs of their increased prosperity. It is now believed, while they were unusually prosperous, that of the cheap cotton then secured they carried over much larger stocks than supposed, and that their consumption was overestimated. One of the best authorities claimed that Northern mills carried over August 31, 1892, 210,000 bales. It is believed, however, that this was at least 250,000 bales less than their actual stocks. So that while the takings during the present season were, as shown elsewhere, 504,000 bales less than last year, the deficiency was in a great measure offset by previous accumulations of raw material.

The total takings North were 1,687,286 bales, against 2,190,766 bales last year,

while the mills South report as consumption (including takings from ports) 743,848 bales, against 686,080.

## Meeting of Jeans Manufacturers.

The Jeans Manufacturers' Beneficial Association held a meeting at Louisville, Ky., last week and elected officers for the ensuing year as follows: Newland T. DePauw, of New Albany, president; Leonard Parks, of Nashville, vice-president, and Peyton N. Clarke, of Louisville, secretary. The recent financial flurry has not seriously affected the jeans industry, not a mill having closed down by reason of the depression. A few factories closed down for the summer months, but they have all resumed operations.

## Southern Textile Notes.

THE cotton mills of Augusta, Ga., have not closed down a day during the stringency, and the Enterprise Manufacturing Co. has just declared a dividend of 3 per cent., amounting to \$15,000, payable on September 16.

NOTICE of incorporation is now being published of the Hamburg Cotton Mills, of Mt. Airy, N. C. The incorporators named are L. F. Ross, W. H. Matthews, R. R. Ross and G. S. Bradshaw, and the capital stock is placed at \$25,000. General purposes of the concern are the manufacture of cotton goods, buying and selling same and conducting a mercantile business.

THE cotton mill and other property of the Congaree Manufacturing Co. at Columbia, S. C., has been disposed of at master's sale to a Mr. Arratt, of Philadelphia, for \$50,000. Mr. Arratt is one of the company's largest creditors, and he will likely arrange for putting the plant in operation.

THE valuable cotton mill of the Pineville Mill Co. at Pineville, N. C., will be sold at public auction on November 6 under a deed of trust. The plant contains 5000 spindles and is equipped with entirely new and improved machinery. James A. Bell, Charlotte, N. C., is trustee.

THE Lynchburg (Va.) Cotton Mill Co. will have its plant in operation again in a few days. It was only shut down on account of a bad break in the engine, and repairs on this will shortly be completed.

THE alterations and improvements in the Lane Cotton Mills at New Orleans are about completed. They comprise an entire wing 65x127 feet and three stories in height, which extends from the main structure towards the Cadiz-street front. The new building is entirely of brick, fire-proof throughout, and equipped with all the modern accessories of a first-class factory. The improvements will add about 5500 spindles to the mills. The output of these mills embraces a wide range of goods—sheetings, drills, duck, osnaburgs, as well as twine, thread and cotton rope.

## Crompton Looms at the Fair.

The exhibit of the Crompton Loom Works, of Worcester, Mass., in machinery hall is one of the most striking exhibits there, and is probably the most extensive and most comprehensive display of textile machinery that has ever been shown under such conditions. It is a co-operative exhibit, the machinery being furnished and operated by the Crompton Loom Works and the warps and filling being supplied by a number of leading mills. The machinery is continuously in operation, weaving regular goods, its value as an object-lesson being thus greatly increased. Weaving machinery is always a drawing feature in an exposition, and the popular interest in this exhibit is indicated by the crowds of visitors always eagerly watching the machinery.

There are four Crompton standard gingham looms of 2x1 box, 4x1 box, 6x1 box and 4x4 box, respectively, which are operated by the Park Hill Manufacturing Co.,

Fitchburg, Mass., weaving fine book-fold, *toile du nord* and Scotch zephyr gingham. The 2x1 box is the fastest loom in the fair, running at 230 picks per minute; the 4x1 box at 178, the 6x1 box at 156 and the 4x4 box at 142 picks per minute.

The Crompton dobby looms, 20-harness capacity, 1x1 box and 4x1 box, are operated by the Mitchell Manufacturing Co., Fitchburg, Mass., weaving fine novelty gingham and fine leno novelty. The latter is of great beauty and attracts much attention; the pattern requires two sets of easing bars and triple beams.

The Crompton "Horizontal," 12-harness narrow loom, 4x1 box, is operated by the Mississippi Mills, Wesson, Miss., weaving a choice prize jean 152 picks per inch. This loom is of the "close shed" type, running very fast and positive.

The Crompton positive dobby loom, 1x1 box, 20-harness, is a new loom that promises well for high speed and positive action. It is weaving heavy serge dress goods, 54-inch.

There are three Crompton silk looms, all operated by Cornforth & Marx, Paterson, N. J. One loom is weaving a fine McDonald Scotch tarpan plaid dress-silk. This loom has the 20-harness dobby head motion and finely-adjusted take-up and let-off motions, also special attachments of marked value for silk work. Another loom is weaving choice brocade swivel dress goods of most attractive design and high value. The swivel motion is controlled by the Jacquard and does its work automatically, ingeniously and with such accuracy that visitors are greatly impressed with its movements. One visitor, after watching this loom intently for quite a while, exclaimed, "I declare, that loom does almost everything but talk." The loom has four shuttle boxes at each end and six swivel shuttles; the warp is of 13,200 ends. The third loom is a four-shuttle ribbon weaving World's Fair book-marks of attractive design, that are sold to visitors as they come from the loom; a fine, gentle shuttle-motion and an independent take-up motion are two new and choice features about this loom.

The two fancy Crompton "close-shed" worsted and cassimere looms are operated by the National Worsted Mills, Providence, R. I. The "1892" loom covers the latest improvements, being of entirely new design and issued last year. The new style of bow jack guarantees high speed and positive motion; the "1892" picking motion is very prompt, but still soft and gentle in its action, causing less throbbing on the lathe and largely decreasing the knocking off of the filling-in rings that is so annoying to manufacturers. The "1892" loom is weaving a difficult 26-harness pattern of all worsted, and operates at 105 picks per minute, the usual speed for such work being ninety-six picks. The other loom is of the "1889" horizontal type which is so popular with many manufacturers, its simplicity and high speed qualities being well liked.

The Crompton ingrain (yard wide) loom is producing a fine pattern of extra super carpet at ninety picks per minute, and is operated by the Ivins, Dietz & Metzger Co., of Philadelphia. This is a most popular ingrain loom, and is the one adopted by the Lowell Carpet Mills, which lately placed 200 of them in its mills after a trial with other high-speed looms. The superior general construction, the automatic let-off and take-up action, guaranteeing perfectly matched carpet, the minimum wear and tear expense and general ease and comfort to the weaver all contribute to the popularity of this loom.

The Crompton art square loom, four-yard 4x4 box, is shown at a fair display for the first time, though having been in use for several years. It is the only power loom in this country for weaving art squares, and has supplanted all the hand looms.



The ease with which it weaves art square carpets four yards is remarkable, and from its width and towering size attracts much attention. This loom is weaving the well-known "Kensington Rug" of Swire &

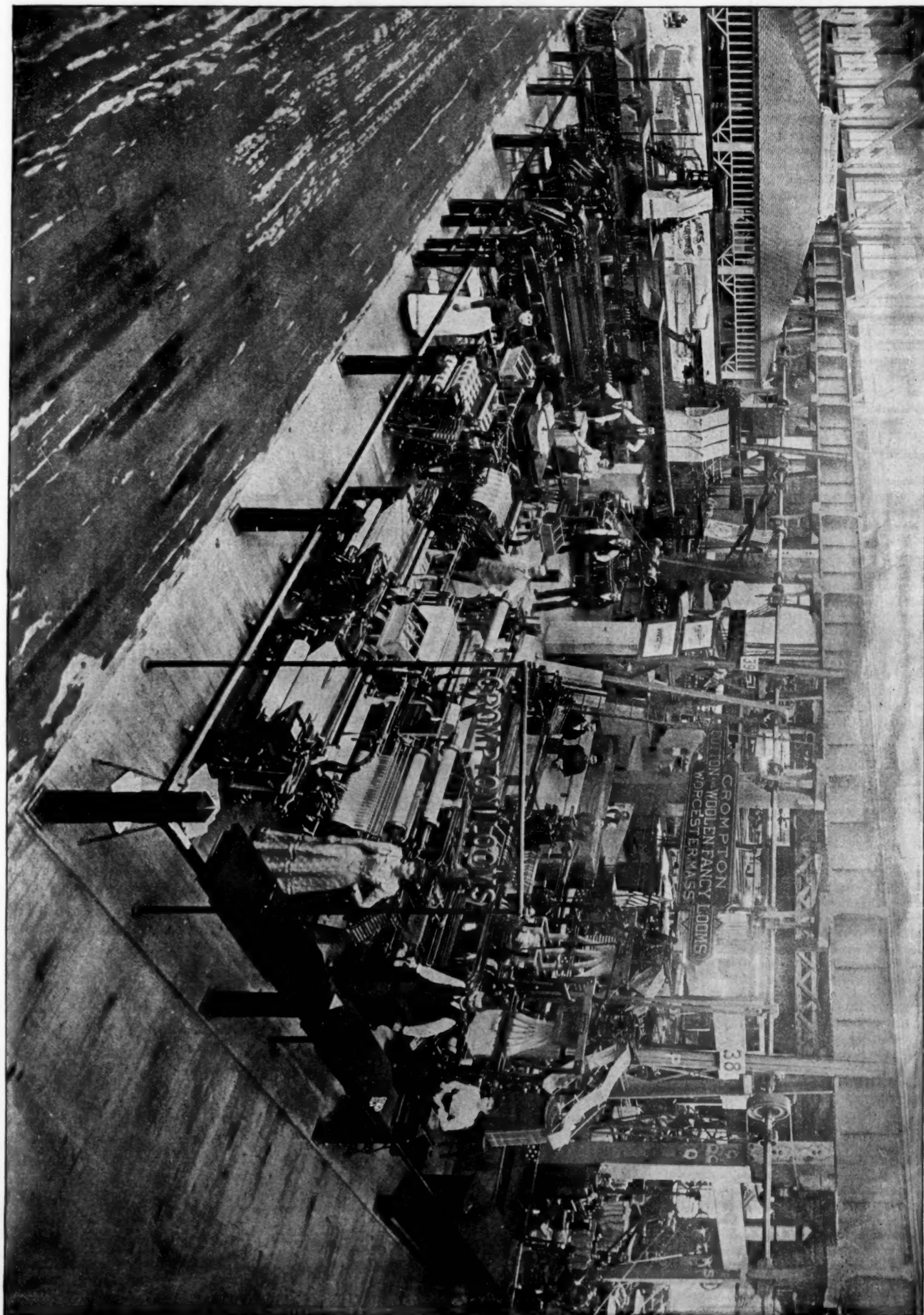
Scott, of Philadelphia, and the entire output of this loom to November 1, 1893, is sold to Siegel, Cooper & Co., of Chicago.

The Crompton improved Noble comb, with revolving can coiler and baller, is

shown, but not in operation, on account of not being able to secure floor space sufficient to care for the wool before and after combing. This comb has many improvements over the English comb,

and many are in use in this country.

The entire exhibit is admirably arranged and visitors are enabled to study the work of the looms and the character of the product with much convenience.



## MECHANICAL.

## E. W. Bliss Co.'s Exhibit at Chicago.

The accompanying illustrations give an idea of the extensive exhibit of the E. W. Bliss Co., of Brooklyn, N. Y., in machinery hall at the World's Fair. As all of the machinery on exhibition is in operation, the display is a very striking exposition of the special stamping and pressing machines built by this company. The most conspicuous feature is the huge No. 14 Bliss toggle drawing press, which is at work drawing large tinpans from the sheet. It weighs about 80,000 pounds, stands nearly fourteen feet high and covers a floor space of 9x13 feet. There is a certain majesty in the well-calculated forces governing the steady and powerful movements of this mammoth machine which cannot but impress even the uninitiated beholder. The work which it is made to perform happens to be much lighter than its ultimate capacity, but it illustrates very well the exceeding accuracy and efficiency of the methods employed.

A smaller toggle drawing press, their No. 3½, weighing about 12,000 pounds, is also shown in operation, performing even more complicated work than the large press, inasmuch as it not only draws two pans at each stroke, but also cuts simultaneously out of the square tinplates the round blanks which are required for the purpose.

The production of the dies used for this class of work requires the greatest skill and judgment. The Bliss Company employs for this purpose a large number of mechanics, some of whom have been with the concern for twenty years. These dies are mostly made of the highest grade of tool steel worked into shape by special machinery, with the addition of much hand work requiring the highest skill. They are carefully hardened, tempered and ground.

Perhaps one of the most interesting parts of the Bliss Company exhibit consists in a series of machines by means of which a very handsome souvenir spoon of aluminum bronze is manufactured in full view of fair visitors. The metal blank as it comes from the rolling mill and polishing wheels is first cut into shape by a rapidly working power press which operates a steel die and punch having the exact form required. This blank is then shaped and formed by a single blow by means of tools operated in an automatic drop hammer, preparing it for the last operation in an embossing press which is a marvel of speed, compactness and power. The machine exerts a pressure of 300 tons at the rate of 100 times per minute, embossing a raised design of "Columbus Landing" in the bowl, and an artistic combination of eagles, stripes, stars and other patriotic insignia on the handle. Many people pronounce this spoon a handsomer article than the official souvenir spoon adopted by the World's Fair authorities.

The frame of the embossing press is made out of solid wrought iron forging instead of the usual cast-iron frame, giving it enormous strength combined with simplicity. The clutch action on this machine is also entirely novel, and quite as efficient as it is surprising.

The surprising rapidity and accuracy with which some complicated articles can be stamped into shape by the ingenious tools of this concern is shown by another press, which at one blow cuts a blank, forms it into cup shapes, corrugate and beads the sides, and stamps a lot of lettering in the bottom of an article which proves to be a patty pan, and which is made at a rate of speed that is truly astonishing.

A cheap souvenir medal is the means by which the action of several other presses is illustrated. This medal is made out of two sheet metal halves, having Columbus's head on one of them and some souvenir

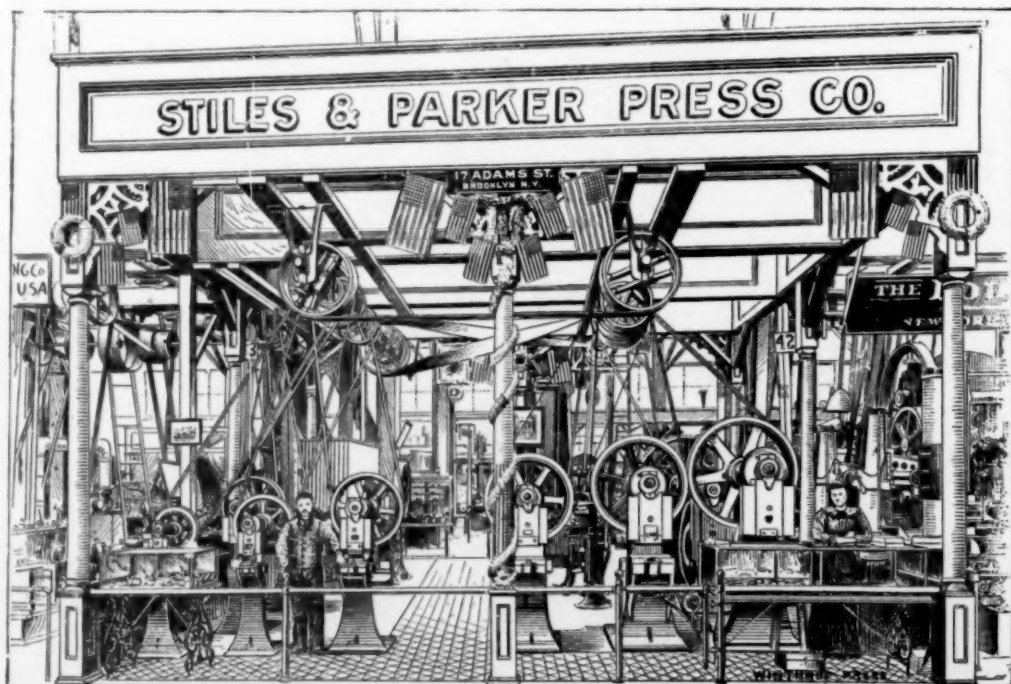
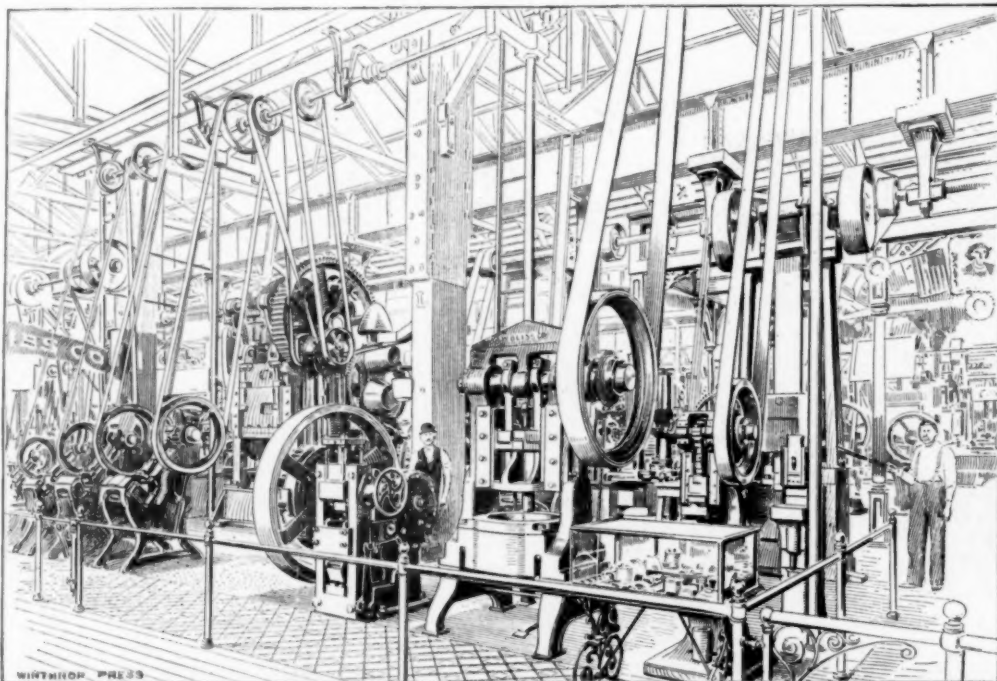
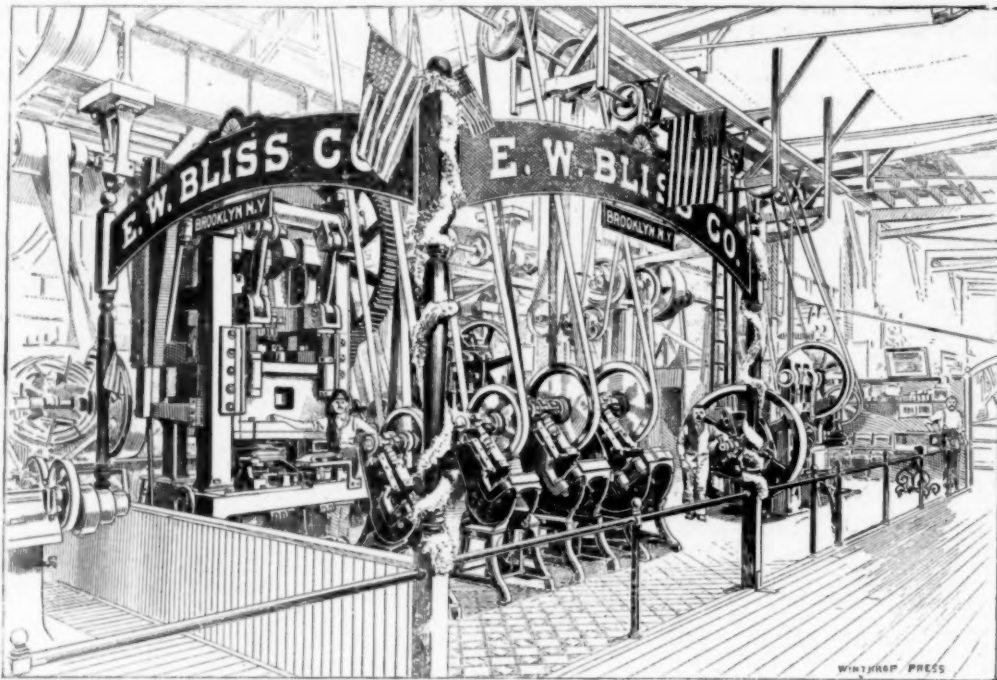


EXHIBIT OF THE E. W. BLISS CO. AT THE WORLD'S FAIR.



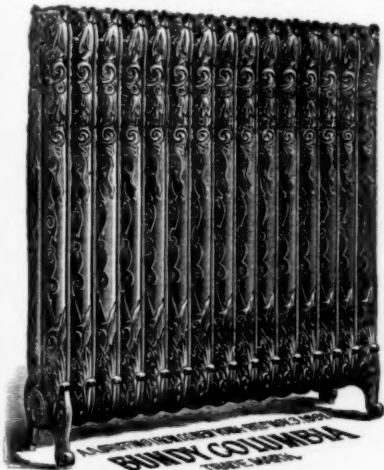
wording on the other. These two halves forced together make a very good imitation of a solid medal.

Quite a number of special machines covering important operations in the production of sheet metal articles make up the balance of this very interesting exhibit, which is in charge of competent men who explain all the details to interested parties.

The company, in addition to its regular 400-page catalogue, has issued some beautifully printed circulars illustrating many of their most important machines and describing them in French, English and German languages, so that foreigners will be able to carry home some valuable information and suggestions relating to this part of American ingenuity and attainments.

### The Bundy Columbia Radiator.

The Bundy Columbia radiator, which we illustrate, is brought out in commemoration of the Columbian year, and was first exhibited to public gaze at the World's Fair, Chicago, in the exhibit of the A. A. Griffing Iron Co., the manufacturers, in section O, block 3, manufactures and liberal arts building. As will appear from the cut, the manufacturers have spared neither expense nor time to make the Bundy Columbia radiator perfect. That it will at once attain a prominent position among radiator users is assured from the fact that it is already specified by leading architects and engineers throughout the



THE BUNDY COLUMBIA RADIATOR.

country. Its design is of the Byzantine type, the leading forms of which are the round arch, the dome, the pillar, the circle and the cross.

The Bundy Columbia radiator is made in a great variety of heights, namely, forty-five, thirty-eight, thirty-two, twenty-six, twenty-three and twenty inches, for both steam and hot water, and is furnished with feed and return tappings at opposite ends or at the same end, or one end only for one pipe work. The radiator is tested to 100 pounds pressure, and every precaution taken to make it a first-class production, and the manufacturers, the A. A. Griffing Iron Co., have a good stock on hand from which to supply their patrons from their various offices, 15 Dey street, New York; 88 Lake street, Chicago; 18 South Seventh street, Philadelphia, and from their factory, Jersey City, N. J.

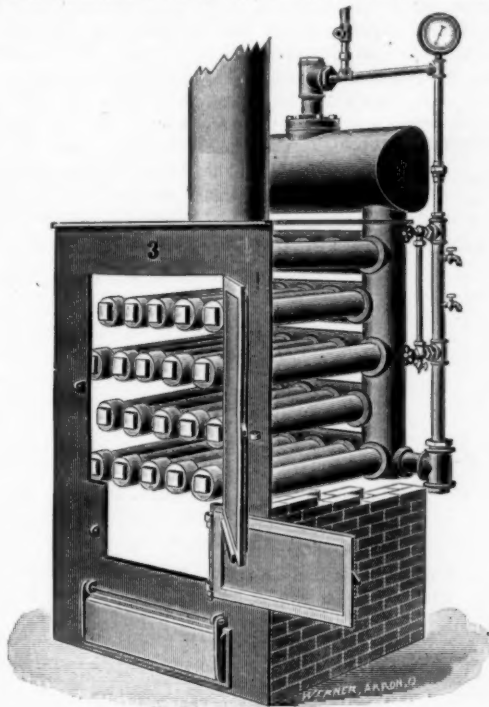
### The International Boiler.

The tubular boiler illustrated in the accompanying engraving has been in use for several years, and has met with the approval of its users. These boilers are used for power purposes under pressure of from eighty to 250 pounds to the square inch, and the makers claim that they are absolutely safe from destructive explosion. It is also claimed that trial tests show that they effect a saving of more than 40 per cent. in fuel over the ordinary shell boiler.

The tubes are constructed of such ma-

terial and so placed that a direct impingement of flame and heat currents is received, and all heat is absorbed before reaching the smoke stack. This directness of action causes great rapidity of circulation, resulting in saving of fuel. All water in these boilers is surrounded by direct heat, so that there can be no waste of fuel.

These boilers have lathe-turned screw joints. The tubes can be taken out and replaced, or caps taken off and tubes cleaned and replaced at any time without disturbing the piping, brick work or casing of the boiler; a door in front simply opens,



THE INTERNATIONAL BOILER.

and it can be done without further trouble. The manufacturers of these boilers make a boiler in sections for high-pressure work that can be carried over the mountains on a mule's back, if necessary, and put together in any place. For this reason they are especially adapted for use in the mining region.

This type of boiler is made in sizes of three, five, eight, ten, fifteen, twenty and twenty-five horse-power, and for larger power they are set up in batteries. They are made by the International Steam Power Co., Olean, N. Y.

### Real Estate Activity in Baltimore.

Baltimore no longer depends upon commercial and mercantile business for its prosperity and growth. In addition to its prominence in these, it is getting to be one of the great manufacturing cities of the world. It has now over 100,000 factory hands who e weekly wages are about \$1,000,000. Within the last few years it has made astonishing progress in manufacturing and is advancing more and more in industrial development as its manufacturing advantages become more widely known.

Along with this industrial growth, the supplanting of horse cars by rapid transit, the substitution of modern, smooth pavements for the old cobblestones and other general improvements costing in the aggregate about \$60,000,000, Baltimore is entering upon a period of great real estate activity. The new suburban electric roads are educating people up to the desirability of living outside of the city, and the noise and dust and danger of rapid transit cars in the thickly built-up part of the city are driving people to seek homes in the suburbs. Messrs. Edmonds Brothers advertise elsewhere in this issue that they control some of the best tracts of suburban lands from thirty to 500 acres in size. Organizers of syndicates for the purchase and development of land will do well to write to them.

### Plenty of Money in Texas.

Mr. Max Elser, cashier of the City National Bank of Fort Worth, Texas, calls attention to the remarkable financial strength of Texas in a communication to the Fort Worth Gazette. He says:

"On August 21 the New York World published a tabulated statement, furnished by the Hon. Jas. H. Eckles, comptroller of the currency at Washington, showing by States and Territories the decrease or increase in deposits of the national banks from July 12, 1892, to July 12, 1893. This

statement shows that all the States and Territories except eight lost in bank deposits an aggregate of hundreds of millions of dollars.

"The eight States and Territories showing an increase in deposits are:

Texas.....	\$2,849,657 46
South Carolina.....	1,810,470 15
Louisiana.....	133,828 50
Maine.....	77,454 72
Nevada.....	52,435 29
Indian Territory.....	66,116 65
Oklahoma.....	86,407 97
Arizona.....	95,342 64

"Texas's gain of \$2,849,657.46 was more than the combined increase of the other seven States and Territories, and we have yet to realize on our grain as well as on 2,000,000 bales of cotton and thousands of head of cattle.

"The State of New York, outside of the cities of New York, Brooklyn and Albany, shows an increase of \$637,000, but as the above cities show losses of over \$30,000,000, New York State cannot properly be claimed among the increase States. The State of Pennsylvania, outside of Philadelphia and Pittsburg, shows a gain of only \$2000, and the two cities named show losses of nearly \$20,000,000.

"The foregoing figures should convince all fair-minded persons—

"First, that the people of Texas are not money-hoarders and their confidence in the banks remains unshaken.

"Second, that our people are financially in better condition than those of any other State in the Union, and where it comes to resources, agricultural, mineral, etc., what State can excel her?

"Third, that our friends, the Populist leaders, are wasting their time when they are crying 'down the national banks,' as the people of Texas have unlimited confidence in the system. Texas ranks third in the number of national banks with 228, New York and Pennsylvania only outranking her, the former with 325 and the latter with 275.

"Fourth, that the foregoing facts will

bring to Texas within the next twelve months thousands and thousands of honest settlers, who will take up and improve millions of acres from our almost limitless public domain.

"Notwithstanding all this, we still have with us the calamity howler and the croaker, but their days of usefulness are about numbered. The boy of today will live to see Texas not only the largest in area, but the greatest in wealth and population. Verily, Texas is great."

### The Washington Convention of Commercial Organizations.

The convention called by the New York Board of Trade and Transportation on August 21, to consist of delegates appointed by the various commercial bodies throughout the country, was called to order at noon on Tuesday last in Washington, D. C., by Darwin R. James, president of the New York Board of Trade and Transportation. Twenty-one States, including the District of Columbia, were represented by 175 delegates appointed by sixty-nine organizations. A permanent organization was effected by electing the following officers: President, ex-Governor E. O. Stanard, of Missouri; secretary, Ryerson Ritchie, of Cleveland, O.; second secretary, Frank S. Gardner, secretary New York Board of Trade, and one vice-president from each State represented. The preamble of the report of the committee on resolutions recites the financial distress which has recently prevailed and expresses the belief that these monetary and industrial troubles are traceable to the continued purchase of silver bullion. The committee offered for adoption the following resolutions:

*Resolved*, That we heartily commend and endorse the President's message and the decisive action of the House of Representatives in passing an act in accordance with his recommendation, and we earnestly urge upon the Senate of the United States the necessity of speedily and unconditionally concurring in said action.

*Resolved, further*, That it is the conviction of the business organizations represented by this convention that any considerable delay of the Senate or any failure by it to repeal the purchasing clause of said law will plunge the business interests of the country into a more serious crisis than that from which they are now beginning to emerge.

*Resolved, further*, That it is the opinion of this convention that the only action in regard to this matter which it is desirable for Congress to take at this time is the speedy and unconditional repeal of the purchasing clause of said law, leaving for future consideration any further effort at financial legislation, so that it may proceed with the caution and deliberation which is demanded by the vital importance of the subject to the welfare of the country, and to this end the convention recommends the appointment of an expert non-partisan commission to suggest the needed legislation.

The meeting adjourned subject to the call of the chair.

### Missouri Bond Company's Troubles.

What is known as the Pettis County Investment Co. has been selling bond certificates on the instalment plan in Sedalia, Mo. The scheme has been to issue bonds for \$100 up to \$5000 in denomination, to be paid for at the rate of a certain sum weekly or monthly. The company was required by the State law to deposit \$100,000 with the State treasurer before beginning business. Instead of doing so it deposited \$200,000 in bonds of the Equitable Loan and Building Association, which the prosecuting attorney of the county holds are not sufficient security. He has begun suit to annul the company's charter and for the appointment of a receiver. It has been doing an extensive business similar to that of a number of associations at Baltimore which were placed in the hands of receivers.

WORK has been commenced at Dickson, Tenn., on brick blocks which will contain eighteen stores, to replace those recently destroyed by fire. About \$75,000 is being invested in these buildings.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 123.]

## Developing the Richmond Terminal.

Recent developments show that the Richmond Terminal operations are now controlled by a master hand, and that plans are now being made that promise to greatly increase the business of this system, while at the same time they will be of the utmost importance to the South. D. exel, Morgan & Co. had been in control of the road but a few weeks before they had Samuel Spencer, one of the best known and most sagacious railway men in the country, appointed co-receiver with Messrs. Foster and Huidekoper. Since this appointment was made several changes have been noted in operating the system, and those who are close students of railroad matters have been led to expect important developments. They have not been disappointed.

One of the steps towards putting the Terminal on a better footing has been an alliance with the Florida Central & Peninsular and its connections. The latter road has been referred to several times in the MANUFACTURERS' RECORD. It is owned by a wealthy corporation, of which H. R. Duval, of New York, is president, and in point of equipment, roadbed, etc., is one of the best roads in the South, with easy grades and excellent facilities for making fast time. Its extension in Georgia, which is now nearly completed, connects the Florida division with the South Bound road, now controlled by the Florida Central & Peninsular. The Richmond & Danville, which is the main line of the Terminal, connects with the South Bound at Columbia, S. C., thus forming a new trunk line from the North to Florida in competition with the Atlantic Coast Line.

The new route will be by way of Washington, D. C., Lynchburg and Danville, Va., Salisbury and Charlotte, N. C., and Columbia, S. C., on the Richmond & Danville, from Columbia to Savannah via South Bound, from Savannah to Florida points via the Florida Central & Peninsular. The latter road is now extended to Jacksonville, Fernandina and Tallahassee, with Tampa Bay as the southern terminus. At Tampa Bay connection is made with steamship lines to Key West, New Orleans and the West Indies. It is announced that trains will run solid from the North to Florida, making the fastest time on record between these points. The new combination gives the Richmond & Danville direct routes to cities in Florida and Georgia without change of cars.

Another important step in the Terminal development is the extension west of the Mississippi, which is evidently to be made. This is to be accomplished by securing the Little Rock & Memphis as a branch of the East Tennessee, Virginia & Georgia. The former has become well known of late through its fight with the Iron Mountain system for an entry into Little Rock, Ark., its present western terminus. It is 135 miles long and almost a direct line between the points named. It has an arrangement with the St. Louis Southwestern by which passengers are ticketed through to Texas points. From Little Rock the East Tennessee, Virginia & Georgia could easily reach Texas points by an arrangement with one of the Gould lines, or by building a road to Paris, Texas, where it would reach the Santa Fe system. The former arrangement, however, is the more probable.

Both of these moves will tend to strengthen the Terminal system, and the extent of their importance cannot at this early date be estimated. Still another step which will increase the freight business on the East Tennessee, Virginia & Georgia is the establishment of a fast freight line between Cincinnati and New Orleans.

The new train is known as the "Queen & Crescent Express Freight." Greatly increased facilities are given for reaching Chattanooga, Atlanta, Jackson, Vicksburg, Birmingham and other points in the extreme Southwest as far as Texas. A schedule has been prepared in connection with the Southern Pacific and Texas railroads. It is expected to deliver freight at Atlanta thirty hours after shipment from Cincinnati. The running time is exactly forty-eight hours, dead time two hours and fifty-seven minutes. This dead time is consumed at the end of train divisions. This train will be scheduled as a second-class train. It will have the right of track over all other freight trains in both directions, and will run in as many as four sections if the business of the company warrants it.

## After Western Freight.

It is announced that the new line of steamships about to ply between Port Royal, S. C., and Europe will endeavor to secure a share of the Western export freight business. Col. I. W. Avery, of Atlanta, who has been instrumental in establishing the line, states that it is the company's purpose to reach out for the foreign carrying trade for the West and Southwest. All that territory is tributary to Kansas City and surveys show the distances from Kansas City to various ports of the Eastern seaboard to be in its favor. It is true the Southern and Southwestern lines have not the facilities of the great Northern trunk lines which now carry the product of the West from Chicago to the seaboard. Some of them have but a single track, but their business is less. The company is seeking now from these Southern lines the establishment of a rate from Kansas City to Liverpool which will do much to turn the current of business. The effect of establishment of such a rate would be to make Kansas City a great depot of foreign trade.

The Port Royal & Augusta road, which is the line entering Port Royal, is establishing agencies in Alabama and Mississippi to secure business for the new enterprise.

## New Move in Georgia Central Affairs.

The directors of the Southwestern Georgia road claim to have discovered important facts which will have a direct bearing on its connection with the Georgia Central litigation. This road, as is well known, is one of the three which are held liable by a recent decision of the court for the famous tripartite mortgage bonds. The share of the Southwestern's indebtedness by reason of this decision is about \$1,650,000. The issue amounted to \$4,995,000, the funds from which were supposed to have been expended on the three lines in betterments, payment of current expenses, etc. The Southwestern directors now claim that their road should not be held jointly liable, as it never received any of this money, but that it was spent on the Central and Macon & Western. This will be the basis of the argument before Justice Jackson, October 4, and if his decision is unfavorable the case will, it is said, be taken to the Court of Appeals.

## Changing Headquarters.

The Chicago, Rock Island & Texas management has taken possession of its new quarters at Fort Worth, Texas, and has moved its force of clerks from the temporary headquarters at Bowie. The change will add about seventy-five persons to Fort Worth's population. The offices of the general manager, general freight and passenger agents, chief dispatcher and engineer and other officials will be located in the city.

It is also reported that the headquarters of the Gulf, Colorado & Santa Fe will also be removed to Fort Worth from Cleburne, Texas, the present end of the Texas division. About twenty-

five train crews will be removed to Fort Worth from Cleburne, as well as the round-house and repair shops with their employees. This means another addition of several hundred to Fort Worth's population and the monthly disbursement of from \$15,000 to \$20,000 in wages.

## The "Katy" in Galveston.

The Missouri, Kansas & Texas, having won its complicated legal fight in Galveston, for the time being is running trains into that city, furnishing a through Pullman and chair car service from Galveston to Chicago. This is accomplished in connection with the Chicago, Burlington & Quincy Railway at Hannibal, Mo. The first train into Galveston was met by many citizens of Galveston and the mayor and a brass band. The run between Galveston and Chicago is made in thirty-six hours. The Missouri, Kansas & Texas has a close traffic arrangement with the Burlington, which gives it special advantages as a through line.

## Western Maryland Branch Opened.

The branch of the Western Maryland to York Pa., recently completed, was opened for passenger and freight traffic September 12. President Hood and a party of invited guests went over the line from Baltimore to York and return on a special train. The branch has been previously described in the MANUFACTURERS' RECORD. It places the Western Maryland in competition with the Northern Central for business from southern Pennsylvania to Baltimore and the South. A further extension to a point on the Reading system is contemplated, the connection to be made at the Susquehanna river.

## Baltimore &amp; Ohio's September Report.

The indications are that the Baltimore & Ohio report at the September meeting will be very favorable. It is well-known that the company has effected a remarkable reduction in expenses, and that a heavy increase in Chicago travel has offset the shrinkage in freight receipts suffered by the Baltimore & Ohio in common with other roads. Its stock has advanced with the market and is now firm.

## Southern Railway Changes.

Henry D. Ellis, general agent at Memphis, Tenn., for the Kansas City lines, has resigned. John A. Scott, late district passenger agent of the Louisville & Nashville, will assume Mr. Ellis's duties.

The Louisville & Nashville will discontinue the offices at Kansas City, Mo., and Junction City, Kansas. C. H. Fitzgerald and W. W. Penn are the agents at those points.

S. Bransford Younger, agent of the Norfolk & Western at Lynchburg, has been appointed general agent. Mr. Younger is considered one of the most capable and energetic officials on the road.

T. L. Lafreniere has been appointed agent for the Southern Pacific system at St. Louis.

R. B. Fowler has been elected superintendent of the White & Black River Railway at Newport, Ark.

## Railroad Notes.

DIRECTORS of the Mobile & Girard have declined the offer of Receiver Comer, of the Georgia Central, to surrender the lease of the road to that system, as they fear they would be unable to operate it as an independent line owing to lack of funds.

FOLLOWING reports of the Mobile & Girard and the Southwestern division of the Georgia Central system comes the report of the Augusta & Savannah division, which shows that from March 4, 1892, to June 30, 1893, the gross earnings amount to \$315,990.34, and the expenses of operating, including purchase of new rails, were \$216,-

765.84. This leaves net earnings of \$99,224.50, out of which the semi-annual rental of \$36,500 was paid in June and December, 1892. This makes the net result of operations, less payment to the company, \$26,224.50. The semi-annual rental for June, 1893, was not paid.

A. D. WHITE and others, of New York, have purchased the Asheville (N. C.) street railway for \$175,000.

THE Southern Railway Association has decided that hereafter parties of ten persons cannot obtain the two cents per mile rate unless they are regular organizations such as theatrical companies, etc.

By virtue of his recent appointment as general agent of the Queen & Crescent, W. C. Rinearson also becomes general passenger agent of the Cincinnati, New Orleans & Texas, Alabama & Great Southern, New Orleans & Northeastern, Alabama & Vicksburg, Vicksburg, Shreveport & Pacific and the Louisville Southern.

THE Western Passenger Association roads have refused to aid in the enforcement of the law prohibiting ticket scalping passed by the last Texas legislature. That law required the printing of one of its sections on all tickets sold, and Texas companies asked Northern connections to assist them by having the clause printed on all tickets sold by them to Texas points.

THE Arkansas freight agents have decided on the same cotton tariff as last year. This is seventy-five cents per 100 to New York and eighty cents to Boston.

WHILE other lines have been cutting down expenses by discharging men and reducing salaries, the Chesapeake & Ohio thus far has made no reductions in its force of employes or their wages. This fact indicates the condition of the company better than even the reports of its business.

THE Pennsylvania has ordered that 10 per cent. of the forces in the several freight offices on its main line and divisions be dismissed as a measure of economy.

THE city of Fort Smith, Ark., is raising the sum of \$90,000 to offer the Kansas City, Pittsburg & Gulf, now building, to extend its line through that place. About \$70,000 have thus far been secured.

MR. T. W. ANDERSON has been elected president of the St. Louis Freight Agents' Association.

THE attorney for the District of Columbia has begun action to have the charter of the Metropolitan Railway Co. in Washington forfeited, on the ground that it has not substituted electricity or some other motor for its horses, as required by law.

THE City & Suburban Railway Co. of Baltimore is testing an electric motor on its lines which is 900 pounds lighter than the style now in use. The new motor is water and dust-proof and it is claimed can operate a street car at the rate of forty miles an hour.

THE Louisville & Nashville system will transport free of charge all donations of goods or provisions for sufferers from the recent storm along the South Atlantic coast.

THE Ohio River Railroad has discontinued running trains into Huntington, W. Va., as citizens have sued it for damages aggregating \$150,000.

CAPT. GORTHALS, United States engineer in charge of the Tennessee river improvements, stationed at Tusculum, Ala., has notified T. A. Clark that his bid of \$307,000 for the contract of the work on Colbert Shoals Canal has been accepted by the government and his bond approved. Mr. Clark's bid was \$38,000 lower than any other. Work on the contract will be commenced at once and by the 1st of October will be under full headway. A large number of idle men will be enabled to obtain employment on this work.



mand for lumber from Northern ports. A

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, September 14.

The general tone of the local lumber

The general tone of the local lumber market is considerably improved, and business during the past week is very much better. Stocks of air-dried yellow pine lumber are in no case excessive, and, with receipts less liberal, prices are a shade firmer under an improved demand. The situation in kiln-dried North Carolina shows no change and the list of values is very steady, with the demand moderate. At all saw-mill sections in Virginia and North Carolina there is a better feeling, and mills are gradually going into operation again. The local market for white pine is steady, with a fair inquiry and prices unchanged. The market for hardwoods is improving, and there is a more decided inquiry from the usual sources. There is a good demand for shingles, while stocks are not large and prices about steady. The various planing mills and box factories report business as improving, and orders are coming in more freely at remunerative prices.

The following table represents prices current at this date :

VIRGINIA AND NORTH CAROLINA PINE.  
5-4x10 No. 2, kiln dried..... \$16 25@ —

4-4x12 No. 2, .....	17 75¢	—
4-4x10 No. 1, .....	19 75¢	—
4-4x12 No. 1, .....	20 75¢	—
4-4 narrow edge, No. 1, k. or d. ed. ....	17 25¢	—
4-4 wide edge, .....	21 25¢	—
4-4x8, 10 and 12, .....	23 25¢	—
4-4 No. 1 edge flooring, air dried....	14 00¢	15 00¢
4-4 No. 2 edge flooring, .....	10 00¢	11 00¢
4-4 No. 1 12-inch stock, .....	15 00¢	15 50¢
4-4 No. 2, .....	12 00¢	13 50¢
4-4 edge box or rough wide .....	8 00¢	8 50¢
4-4 .....	8 00¢	8 50¢
4-4 .....	(ordin' y widths)	8 00¢
4-4 .....	(narrow)	7 50¢
4-4x12 .....	10 00¢	11 00¢
3/4 narrow edge, .....	7 50¢	8 00¢
3/4 all widths, .....	8 00¢	9 00¢
3/4 10x16 wide, .....	8 00¢	9 00¢
Small joists, 3 1/2-12, 14 an 1 16 long.	7 50¢	9 00¢
Large joists, 3-16 long a id up....	9 00¢	10 00¢
Scantling, 2x3-16 and u.p. ....	9 50¢	10 00¢

WHITE PINE.		
1st and 2d clear, 4-4, 5-6, 6-4 and 8-4	45 00	51 00
3d clear, 4-4, 5-6, 6-4 and 8	43 00	44 00
Good edge culls.....	14 50	15 50
Good stock.....	17 00	17 50
CYPRESS.		
4-4x6, No. 1.....	19 00	19 50
4-4x6, No. 2.....	14 50	15 50
4-4x6, 16 feet, fencing.....	13 50	14 00
4-4x6, rough.....	9 00	9 50
4-4 rough edge.....	9 00	9 50
4-4 edge, No. 1.....	15 00	20 00
4-4 No. 2.....	13 00	14 00
SHINGLES.		
Cypress, No. 1 hearts, sawed, 6x20.	7 50	7 75
No. 1 saps, sawed, 6x20.....	5 50	6 00
No. 1 hearts, shaved, 6x20.....	5 50	6 00
No. 1 saps, shaved, 6x20.....	4 75	5 00
LATHS.		
White pine.....	3 20	3 25
Spruce.....	2 50	2 55
Cypress.....	3 50	2 55

**Norfolk**

NOFOLK.  
[From our own Correspondent.]

NORFOLK, VA. September 11

The lumber market begins to show

tangible signs of improvement, and the

[From our own Correspondent.]

CHARLESTON, S. C., September 11.

**Savannah.**

[From our own Correspondent.]

SAVANNAH, GA., September 12.

**Mobile.**

[From our own Correspondent.]

MOBILE, ALA., September 11.

tinued monetary stringency, and consequent more or less depression in this as well as other trades, also the fact that advices from the other side do not so far indicate much activity, a conservative feeling prevails as to engaging further tonnage. We quote £4 10s. to £4 15s. obtainable United Kingdom or Continent, according to size and position of vessels, prompt tonnage being in more demand. For South America there is some demand on a basis of \$12.00 to \$12.50 Montevideo or Buenos Ayres, 14.50 to Rio Janeiro."

**New Orleans.**

[From our own Correspondent.]

NEW ORLEANS, LA., Sept. 12.

While the lumber interests have been considerably affected by the monetary pressure, there is every prospect of a return of activity in the near future. There has been a more favorable movement in the export of lumber recently than for some time past, and prices are looking up considerably. There is a growing demand for Louisiana cypress, and the market is in a very healthy state for this season of the year, while later on a good Eastern trade is expected. The weather for the past week has been against operations at the exchange, and the demand and offering of building material has been light. Every thing surrounding the building industry of this city looks considerably brighter. Several large building contracts will shortly be offered for completion, which will have a stimulating effect upon the market. The receipts of building material, not including lumber and brick manufactured in the city, for the week ending September 8, 1893, and from September 1, 1893, to September 8, 1893, are as follows :

	This week.	Since Sept. 1 this year.	Same time last year.
Lumber, feet.....	1,264,000	7,135,377	2,880,566
Shingles, M.....	30,000	30,000	.....
Bricks, M.....	391,000	2,346,500	1,045,000
Sand, bbls.....	860	50,500	16,910
Lime, bbls.....	1,500	9,800	2,100
Cement, bbls.....	5,300	23,327	885
Fire-brick, M.....	16,600	16,000	35,000
Oak staves.....	60,000	742,389	159,418
Cypress staves.....	91,000	674,941	97,000

### To Push Augusta's Progress.

Augusta, Ga., has a new factor of progress in the Young Men's Business League, which was organized in that city last week. Some 200 of the active, progressive business men of the city came together and set this new organization on its feet with a great amount of enthusiasm and determination. The officers of the league are as follows: J. R. Lamar, president; D. B. Dyer, first vice-president; Charles S. Heard, second vice-president; Lamar Fleming, third vice-president; John D. Sheehan, fourth vice-president; John F. Harty, fifth vice-president; directors, Charles F. Degen, Augustus Beall, Hugh C. Middleton, Victor J. Dorr, J. U. Jackson, J. L. Wilson, T. R. Gibson, E. J. Costello, Paul Mustin, P. H. Rice; treasurer, E. S. Johnson.

The office of secretary, which will be a paid office, is left to the board of directors, who will employ a suitable man.

## Atlanta's New Business Houses.

Atlanta, Ga., continues to offer inducements to business men to locate in that city. One of the recent additions to the mercantile firms is Joel Edmunds & Co., of Chattanooga, Tenn. They have conducted a dry goods and millinery business in the latter city for about six years, but have decided to change their location to Atlanta. They employ eighty clerks and milliners. Another concern is the Eads-Neil Co., with a capital of \$50,000, which has recently begun operations. Hess Bros., retail shoe dealers, of Baltimore, are about to open a large store, and have secured quarters in the central part of the city.

# CONSTRUCTION DEPARTMENT.

**WE PUBLISH**, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

\* Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

† In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

**Attalla—Slave Mill.**—The Oxley Slave Co. is enlarging its mill and putting in additional machinery.

**Heflin—Saw Mill.**—Anniston parties have bought 300 acres of timber land near Heflin and are erecting a saw mill to cut same.

**Hewitt—Coal Mines.**—The American Coal Co. will put new machinery in its mines and increase output.

**Montgomery—Manufacturing.**—The State board of convict commissioners will purchase twenty-five acres of land near the present penitentiary and erect several factories.

**Opelika—Canning Factory.**—N. S. Starr, of St. Louis, Mo., has organized a company to erect a canning factory.

## ARKANSAS.

**Pine Bluff—Ice Manufacturing.**—Captain Hick will put in a 25-ton ice machine. It has been ordered.

**Wilmar—Artesian Well.**—The Gates Lumber Co. is sinking an artesian well.

## FLORIDA.

**Anita (P. O. at Hernando).**—The Florida Syndicate, Limited, has now thoroughly organized, and will at once develop its 80,000 acres of land. The plant is now in course of building, and will include two sets of double log washers, double drying capacity, extra heavy crusher, etc., of 150 tons per day capacity.

**Bartow—Grist Mill.**—A grist mill will be built.

**Jasper—Cotton Gin.**—J. D. Tuten has built a cotton gin.

## GEORGIA.

**Cartersville—Iron Mines, etc.**—Geo. H. Aubrey, Chas. E. McEwen and J. W. Harris, Jr., have incorporated the Cartersville Iron & Manganese Co. for the purpose of opening iron and other mines. The capital stock is \$10,000.

**Evansville—Grist Mill and Gin.**—McKenzie & Hooks will at once rebuild their grist mill and cotton gin reported in this issue as burned.

**Forsyth—Drug Company.**—The Monroe Drug Co. has been incorporated to deal in and manufacture drugs, etc., by Oscar C. Collins, Henry J. Wilder and others. The capital stock is \$500.

**Marietta—Kindling-wood Mill.**—Mr. Armstrong has started a kindling-wood factory.

**Tallahassee—Bottling Works.**—The City Bottling Co. will enlarge its plant about the first of the year.

## KENTUCKY.

**Adairsville—Stemery.**—Frank G. White and T. D. Luckett, of Clarksville, Tenn., will erect a stemery at Adairsville.

**Middlesborough—Iron Furnaces.**—It is reported that Stephen N. Noble, of Anniston, Ala., is endeavoring to obtain a lease on the Watts blast furnaces with the intention of operating them.

**Newport—Distillery.**—G. R. Harms, Wilbur H. Murray, W. F. Harms and E. L. Anderson have incorporated the E. L. Anderson Distilling Co. for the purpose of manufacturing whiskey, etc. The capital stock is placed at \$100,000.

**Oberlies (P. O. at Wakefield)—Cheese Factory.**—Henry Oberlies will erect a cheese factory in the spring.

## LOUISIANA.

**Baton Rouge—Canning Factory.**—C. D. Favrot contemplates the establishment of a canning factory.

**New Orleans—Cotton Mill.**—The Maginnis Cotton Mills will put in 200 new looms. Repairs have been made in every department of this plant and all the machinery is in order.

**New Orleans—Mercantile.**—The Maspero-Wigginton Co., Limited, has been chartered to deal in molasses, etc. Henry Maspero is president; Geo. Maspero, vice-president; J. F. Wigginton, secretary, and the capital stock is \$25,000.

**New Orleans.**—The Planters & Merchants' Packet Co., Limited, has been incorporated with a capital stock of \$15,000.

**Raceland—Sugar Mills.**—C. S. Matthews is making extensive improvements to his sugar mill, putting in new nine foot vacuum pan, 125,000-gallon Caldwell double effect, new mixer and several centrifugals.

**Shreveport—Steam Renovating Establishment.**—Tully Bros. will establish a steam plant for renovating feathers and mattresses.

## MARYLAND.

**Baltimore—Manufacturing.**—The Benson & Washburn Co. has been incorporated to manufacture embossed cards, signs, etc. The capital stock is \$500.

**Baltimore Wool Manufacturing.**—The Fibre Wool Co. has been incorporated to extract wool from fabrics of mixed material by Jno. M. C. Linke, Jno. Crump, Francis M. Crook, E. L. O'Donnell and William G. Day. The capital stock is \$50,000.

**Baltimore—Express Business.**—Isaac Ellinger, James B. Reed, Harry W. Pierson, Jno. H. Gildea and Charles W. Oehm have incorporated the Citizens Express Co. to conduct an express business. The capital stock is \$10,000.

**Baltimore—Can Factory.**—Sylvester Ruth & Son will at once repair their burned tin-can factory and put in new outfit of machinery.

**Frederick—Electric-light Plant.**—The Frederick Electric Light Co. has put a new dynamo in its plant.

**Lewistown (P. O. at Matthews)—Brandy Stills, Cider Mill, etc.**—A. E. Farmworth will replace his cider, feed and sorghum mills and two brandy stills lately destroyed by fire.

**Montgomery County—Brick Works, etc.**—A water-power plant to cost \$40,000 will be constructed by the Potomac Brick & Tile Co. on the Chesapeake & Ohio Canal near Cabin John bridge. Works for turning out 60,000 brick daily, besides sewer pipe, drain tile and electric-wire conduits, will also be established. H. P. Gilbert is president and A. F. Barker, general manager. Address at Washington, D. C.

## MISSISSIPPI.

**Natchez—Electric-light and Power Plants.**—The Natchez Light, Power & Transit Co. has been incorporated to operate electric plants, etc. The incorporators are Maurice Moses and Abraham Moses. The capital stock is \$200,000.

## MISSOURI.

**Cartersville—Lead and Zinc Mines.**—The Quicke Mining & Smelting Co. of London, England, has purchased the lease on the Chief mine at Cartersville for \$15,000 and will operate same. The deal also transfers to the company 2240 acres of land in Newton county at \$25 per acre and a lease on 280 acres of mineral land near Webb City for \$250,000. T. D. Wannfried, of Joplin, promoted this transaction.

**Kansas City—Mercantile.**—The Morrin-Powers Mercantile Co. has been incorporated with a capital stock of \$100,000.

**Napoleon—Creamery.**—The Napoleon Creamery Co. has been incorporated with a capital stock of \$4500.

**New Melle.**—The New Melle Elgin Butter Co. has been incorporated with a capital stock of \$4500.

**Ramsey—Tie Company.**—The Osage Tie Co. has been incorporated with a capital stock of \$10,000 to deal in ties.

**St. Louis—Coal.**—The Central Coal Co. has been incorporated with a capital stock of \$5000 to deal in coal.

**St. Louis—Printing Works.**—The Fort Curran Printing Co. has been incorporated with a capital stock of \$10,000.

**Stewartsville—Flour Mill.**—A roller flour mill is in course of erection.

**Webb City—Mining Plant.**—M. S. Harden is building a steam plant at his lead and zinc mines.

## NORTH CAROLINA.

**Airline—Cotton Gin.**—Sam Thorne will rebuild his burned cotton gin.

**Durham—Street Improvements.**—The city intends to make street and road improvements, and is now negotiating for an outfit for the work.

**Durham—Cigar Factory.**—Henry, O'Brien & Co. have started a cigar factory.

**Charlotte—Bagging and Tie Factory.**—R. Margolin is erecting a new three story building for his bagging and tie factory and it is about completed.

**Gastonia—Sash and Door Factory.**—David Jenkins, R. F. Rankin, J. B. Beal, J. A. Hass and L. E. Rankin have incorporated the Beal Manufacturing Co. to manufacture sash, doors, blinds, etc. The capital stock is \$7200.

**Monroe—Flour Mill.**—Morgan & Shute have lately overhauled and improved the Bear Skin Mills, and put in new machinery.

**Mt. Airy—Cotton Mill.**—L. F. Ross, W. H. Matthews, R. R. Ross and G. S. Bradshaw have incorporated the Hamburg Cotton Mills for the purpose of manufacturing cotton fabrics. The capital stock is \$25,000.

**Pomona—Brick and Pipe Works.**—The Pomona Terra Cotta Co. has put in a new outfit of machinery for manufacturing terra-cotta pipe, fire-brick, etc.

## TENNESSEE.

**Humboldt—Ice Factory.**—Beare Bros. intend to put in a 10-ton ice machine next season.

**Knoxville—Foundry and Machine Works.**—The Clark Foundry and Machine Works, reported in this issue as burned, will be rebuilt. The plant was valued at \$20,000.

**Nashville—Electric-light Plant.**—The Cumberland Electric Light & Power Co. will erect fifty-five additional street lights at once.

**Nashville—Iron Company.**—The committee appointed to formulate a plan for organizing the Southern Iron Co. has agreed upon plans, and details of same have been mailed to all interested parties. A called meeting of bond and stockholders was held on September 11 to consider same.

## TEXAS.

**Bandera—Cotton Gin.**—A. Huffmeyer has built a cotton gin.

**Bastrop—Water Works.**—The city council held a special session last week and authorized John Andrewatha to construct a system of water works. Work will be commenced at once. The town has a population of about 1700.

**Corsicana—Land.**—The Texas Abstract & Land Co. has been granted a charter, the incorporators being James L. Autry, W. J. McKee and Jacob H. Harrison. The capital stock is placed at \$20,000.

**Dallas—Brick Works.**—The Texas Pressed Brick Co. has been incorporated by T. W. Hurst, Russell Myrick, W. M. Alexander, W. L. Hall and M. W. Russey, with a capital stock of \$20,000. The company's purpose is to manufacture brick.

**Houston—Electric-light Plant.**—H. W. Wood may put a small electric-lighting and heating plant in his steam laundry.

**La Porte—Brick Works.**—A plant for the manufacture of brick, with a daily capacity of 20,000, has been equipped.

**Orange—Ice Plant, etc.**—The Orange Ice, Light & Water Works Co. will expend \$10,000 in improving its plant.

**Orange—Lumber Mills.**—The A. Gilmer Lumber Co. has been organized to erect lumber mills. The capital stock is placed at \$100,000 and the stockholders are A. Gilmer, Litcher & Moore, P. B. Curry, S. H. Wilson, W. O. Brice, C. L. Goodman, J. S. Brice and others. Charter has been granted.

**Palestine—Cotton Mill.**—G. R. Cooke & Co., who have an extensive ginery at this place and are also largely interested in the Palestine Cottonseed Oil Co., want to erect a cotton factory to take the cotton they handle. They would like to hear from interested parties.

**Rockport—Mercantile.**—The Rockport Fishermen's Union has been chartered to deal in merchandise. The incorporators are Chas. Cline, Thomas Murphy, A. W. Chittenden and others. The capital stock is \$5000.

**Sunset—Cotton Gin.**—N. D. Perkins & Co. will rebuild their cotton gin reported in this issue as burned.

**Tanglewood—Cotton Gin.**—R. A. Vick will rebuild his cotton gin, reported in this issue as burned, near Tanglewood.

**Thorndale—Cotton Gin.**—Leman & Sejunk will rebuild their cotton gin reported in this issue as burned.

## VIRGINIA.

**Elkton—Ore-washing Plant.**—Kendall & Flick have resumed operations at their manganese mines, and will erect a new washing plant.

**Lynchburg—Manufacturing.**—The O. K. Truss Co. is erecting a factory for the manufacture of

trusses and other instruments. Mr. Ofterdinger is secretary.

**Manchester—Gas Works.**—W. B. Samuels and Maurice W. Thomas, together with other Richmond parties, have associated themselves for the purpose of completing the Manchester gas plant.

**Norfolk—Storage.**—The John L. Roper Storage Co. has been chartered to conduct a storage business. The capital stock is \$5000. John L. Roper is president; George W. Roper, vice-president, and W. B. Roper, secretary.

**Richmond—Machine Works.**—The Cardwell Machine Co. will erect a new plant at a cost of about \$100,000. The entire plant will cover a distance of 166x220 feet, main building and foundry to be 60x100 feet, blacksmith shops, etc., 40x60 feet. The force of workmen will be 300.

**Roanoke—Lumber Mills, etc.**—The Melrose Manufacturing Co. has been chartered with a capital stock of \$6000. G. W. Nunnally is president; E. L. Whitlock, vice-president; D. F. Whitlock, secretary, and S. W. Critzer, treasurer. The company proposes to manufacture and sell lumber and other building material.

**Roanoke—Mercantile.**—The Virginia Wholesale & Retail Dry Goods Co. has been chartered with a capital stock of \$10,000. J. B. Harrell is president; S. B. Welsh, vice-president, and S. W. Harrell, secretary.

## WEST VIRGINIA.

**Cedar Grove—Coal Mine.**—M. H. Straughn has opened a coal mine.

**Charleston—By-Product Saver.**—A charter has been granted to the American By-Product & Coke Oven Co. with an authorized capital of \$300,000 and the following incorporators: F. L. Garrison, P. F. Duffy, J. M. McConihay, C. C. Beury, W. E. Staunton and L. F. McWhorter. The company's purpose is to operate an invention designed to save and utilize the waste from coke ovens. Mr. McConihay is president, and Mr. McWhorter, secretary.

**Davis—Saw Mill.**—W. H. Osterhout, of Ridgeway, Pa., who recently purchased the Blackwater Boom & Lumber Co.'s property, is now erecting a new saw mill and it is nearly completed. The outfit of machinery has been ordered.

**Elkhorn—Crusher.**—The Crozier Coal Co. is erecting a new crushing plant.

**Huntington—Mercantile.**—C. D. Mundy and C. W. Campbell, of Huntington; W. S. Mundy, Dillard Mundy and Jno. Mundy, of Allen's Creek, have incorporated the Mundy Bros. Supply Co. to deal in merchandise. The capital stock is placed at \$20,000.

**Irontown—Saw Mill.**—Welsh Bros. have started a saw mill near Irontown.

**Mannington—Water Works.**—The water-works bonds, recently noted as to be issued by the town, are to purchase the plant of the Mannington Water Supply Co., which is already in operation.

**Mt. Carbon—Coal Mine.**—The Great Kanawha Colliery Co. is opening a new coal mine.

**Shaw—Coal Mines.**—The Manor Big Vein Coal Co., recently noted as to be organized, has obtained its charter with an authorized capital of \$30,000. The incorporators are Michael P. Fahey, Patrick Brown, Philip Brown and Edward R. Grant, of Elk Garden; J. W. Fahey, of Oakland, Md., and P. A. Grant, of Westport.

**Shenandoah Junction—Lumber Mills.**—J. B. McElroy and Jno. O. Aglionby will erect lumber mills.

**Tunnelton—Saw Mill.**—M. C. Gibson will rebuild his saw mill reported in this issue as burned.

**Wayne—Association.**—The Wayne County Fair Association has been incorporated by J. P. Clark, and A. Mills, of East Lynn, and others, with a capital stock of \$10,000.

**Weston—Gas Plant.**—Mr. Mercer and associates have signified their intention to build in Weston a plant for the distribution of natural gas.

## BURNED.

**Airline, N. C.**—Sam Thorne's cotton gin.

**Delhi, La.**—John T. Mason's hotel; loss estimate \$6000.

**Baltimore, Md.**—Sylvester Ruth & Son's tin-can factory badly damaged; loss \$8500.

**Dexter, Texas.**—Three brick storehouses; loss estimate \$12,000.

**Evansville, Ga.**—McKenzie & Hook's mill and gin.

**Hendersonville (P. O.), N. C.**—The Summit House, six miles from the town; loss \$6000.

**Knoxville, Tenn.**—The Clark Foundry and Machine Works; loss \$20,000.

**Lewistown (P. O. at Matthews), Md.**—A. E. Farmworth's cider, feed and sorghum mills and two brandy stills.

**Sherman, Texas.**—Residences of C. W. Retnout, C. Haislett and Mrs. J. A. Sadler; loss estimate \$12,500; insurance \$3500.



**Sunset, Texas.**—N. D. Perkins & Co.'s cotton gin; loss \$2000.  
**Tanglewood, Texas.**—R. A. Vick's cotton gin, near Tanglewood.  
**Thorndale, Texas.**—Leman & Sejunk's cotton gin.  
**Tunnelton, W. Va.**—M. C. Gibson's saw mill; loss \$4000.

## BUILDING NOTES.

**Augusta, Ga.—Church.**—The Methodist church being erected is a frame structure, and will cost \$10,000 complete. Rev. C. T. Walker may be addressed.

**Augusta, Ga.—Church.**—The colored Baptists are constructing a brick edifice, two stories high, to cost \$20,000 complete. Rev. C. T. Walker will furnish information.

**Baltimore, Md.—Carhouse.**—The City & Suburban Railway Co. will remodel and enlarge its carhouse on Huntington avenue. The building is to be 150x250 feet in dimensions, and is to be large enough to accommodate 100 cars. Henry Brauns is architect.

**Baltimore, Md.—Store.**—E. F. Dailey will construct a building with stores on the ground floor and dwellings above. The front will be plate glass and iron, pressed brick and stone trimmings. It will be erected on the corner of Baltimore street and Arlington avenue.

**Baltimore, Md.—Theatre.**—The new theatre projected in the city will be built on Lexington street. The front wall will be built of Pompeian brick with terra-cotta trimmings. The theatre is to seat 1800 people and have a stage 40x72 feet, to contain a full set of scenery and fire-proof curtain. George C. Haskell is architect, and W. Ferguson & Bro., contractors. Work is to begin in a few weeks.

**Baltimore, Md.—Warehouse.**—Excavations are being made for the warehouse to be erected by the Baltimore Terminal Warehouse Co. on North street. The building is to be 18x200 feet and built of brick. R. H. Powell, president of the company, will give information.

**Beltsville, Md.—Church.**—The congregation of the M. E. Church South will erect a new edifice. L. A. Ellis, of Laurel, Md., has the contract.

**Chesterfield, S. C.—Jail.**—The county commissioners want plans for erecting a jail to cost \$10,000. Plans must be submitted by the first Monday in October. Address George W. Spencer, clerk.

**Fort Worth, Texas.—Depot.**—It is reported that work will be commenced in a few weeks on the proposed union depot to be constructed by the railroad lines entering Fort Worth.

**Grafton, W. Va.—Temple.**—Plans have been prepared for the Masonic Temple to replace the one recently burned. The new building will be larger, than the other and is designed to contain a hall, offices and store-rooms. J. W. Herr is interested.

**Greenville, Texas.—College.**—S. J. Anderson, one of the trustees, writes that work may begin on the proposed college in January, 1894.

**Huntington, W. Va.—Hospital.**—It is stated that the Chesapeake & Ohio Railroad Co. will build a hospital for the accommodation of railway men to cost \$10,000.

**Jewett, Texas.—Jail.**—The town commissioners have decided to erect a jail building to cost \$10,000. It will contain the modern improvements in cells, etc. Address the town clerk.

**Knoxville, Tenn.—Business Block.**—Mrs. Elizabeth Haynes will build a five-story brick building with marble trimmings for stores and offices. Work has commenced on the foundations.

**Knoxville, Tenn.**—The hotel to be built at White's Springs in the suburbs is to cost \$40,000. W. Chamberlin & Co. can give information.

**Mount Wilson, Md.—Dwelling.**—Dixon C. Walker, of Baltimore, is erecting a country residence to cost \$50,000. The house will contain all the latest improvements found in a suburban house of the best class.

**New Orleans, La.—Building.**—It is reported that the New Orleans Telephone Co. will erect a building for the telephone exchange and offices of the company. Parts of the building will be used for battery and operators' rooms. President Crandall, of the company, may give information.

**Piggott, Ark.—Churches.**—It is reported that two new church edifices are to be built in Piggott by different denominations.

**Pleasanton, Texas.—Jail.**—The contract has been let for the jail to be erected at Pleasanton to Martin, Burns & Johnson.

**Ringgold, Tenn.—Church.**—A site has been donated and part of the funds raised to build a church for the Christian denomination. Rev. A. M. Growden is interested.

**St. Louis, Mo.—Roundhouse.**—The locomotive roundhouse to be built by the Chicago, Burlington & Quincy Railroad at Luthers, near St. Louis, will have thirty stalls and cost \$45,000. Contract has been let.

**Waco, Texas.—Depots.**—It is reported that the Waco & Northwestern road will build passenger

and freight depots in East Waco, and plans are being prepared.

**Waycross, Ga.—School.**—The Georgia legislature will be asked to allow the corporation to issue \$25,000 bonds to build a school.

## RAILROAD CONSTRUCTION.

### Railroads.

**Baltimore, Md.**—It is stated that the Western Maryland will complete its proposed Pennsylvania extension to connect with the Reading system at Marietta, Pa., near the Susquehanna river.

**Baltimore, Md.**—Work will be commenced on the Baltimore & Drum Point at Millersville about September 20 by Contractor J. H. McCreery, of Washington. It is stated that the route will be changed to connect with the Baltimore & Potomac at Odenton, Md. A construction gang has been engaged.

**Brooksville, Fla.**—An electric railway is projected to be built between Brooksville and Bayport, a resort on the Gulf of Mexico. The distance is about fifteen miles. Asa D. Roberds will give information.

**Camden, Ala.**—The stockholders of the Montgomery, Hayneville & Camden are considering the construction of the line for thirty miles from Camden. Ten miles are graded and all of the route surveyed. John A. Milner is engineer.

**Cumberland, Md.**—It is reported that extra tracks will be built between the West Virginia Central and Baltimore & Ohio roads to accommodate the increasing coke and coal business of the Central which is transferred to the Baltimore & Ohio at this point.

**Eatonton, Ga.**—Work has begun on the proposed extension of the Eatonton Branch Railroad from Eatonton to Covington, Ga. At Covington it will connect with the Middle Georgia & Atlantic, which now controls it.

**Houston, Texas.**—Treasurer H. Tennant, of the La Porte & Houston Railway, has purchased 4000 tons of rails in New York, which will be laid on the extension of the line to Galveston. The La Porte & Houston will be connected with the North Galveston Railroad at La Porte, and the latter will be connected with the Magnolia Park suburban line at Galveston.

**Joplin, Mo.**—The Kansas City, Pittsburg & Gulf has been completed from Joplin to Sulphur Springs, Ark. It is expected to complete a further extension of twenty-five miles from Sulphur Springs to Silver Springs November 1.

**Marshall, Texas.**—Work has commenced on the construction of the Texas & Gulf road at the Marshall end of the line. William Bradburne is the engineer in charge.

**Rosedale, Miss.**—A line is being constructed from Phalia to connect with the Yazoo & Mississippi Valley road at Rosedale. It will pass through a cotton-growing country. F. H. Wise, at Rosedale, is interested.

**Texarkana, Ark.**—Work has begun on the unfinished portion of the Kansas City, Colorado & Gulf road, which forms a part of the Texarkana & Fort Smith line. About six miles have been built, and it is expected to have the first section of twelve miles constructed by October 15. The Arkansas Construction Co. is building the road.

### Street Railways.

**Baltimore, Md.**—The City & Suburban Railway Co. has begun laying tracks on its Pratt and Lombard street division for use of electric motors. The Maryland avenue line is now being operated by electric-power.

**Baltimore, Md.**—The double track of the Pikesville electric road is completed except one mile. The branch from Baltimore to West Arlington has been completed and is being used for business.

**Baltimore, Md.**—The City & Suburban Railway Co. contemplates erecting a bridge on Eastern avenue over the Baltimore & Ohio and Pennsylvania railway tracks. The structure as proposed will be nearly 2000 feet long, with two tracks for motor cars and a wagon way. J. E. Hayward, superintendent, will advise.

**Kansas City, Mo.**—The Northeast electric railway line will be improved by relaying the track at several points. It is proposed to purchase new motors also. Robert Gillham may be addressed.

**Natchez, Miss.**—The Natchez Transit Co. has been incorporated by Maurice and Abraham Moses and others, with \$250,000 capital, to build a street railway system in the city.

**Savannah, Ga.**—The consolidation of the Savannah electric and belt railway systems places both under the control of Thomas W. Wrenne, J. H. Fall and others, of Nashville, Tenn. It is stated that the belt line will be improved and extensions added to the electric road.

**Washington, D. C.**—A bill for the incorporation of the Washington Central Railway has been introduced in Congress by Senator Cullom. The route is projected from 15th and E streets N. W., to Florida avenue and H street N. E. Among the incorporators are M. S. Weller, Theodore McPherson, S. S. Yoder and N. McKay.

## MACHINERY WANTED

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

**Belling.**—Bonnie May Phosphate Mines, Pemberton, Fla., wants belling.

**Bending Rolls.**—Boiler bending rolls six feet between housings, and punch with not less than eighteen inches throat; second-hand machine will do it in good order. Address H. C. C., care of MANUFACTURERS' RECORD.

**Boiler and Engine.**—The board of town commissioners, Durham, N. C., will want a boiler and engine to operate crusher. Address Geo. W. Woodward, clerk.

**Boiler and Engine.**—Bonnie May Phosphate Mines, Pemberton, Fla., wants a twenty-five horse-power portable engine and boiler.

**Boiler, Pump, Cistern, etc.**—Columbia Arsenal, Columbia, Tenn., August 22, 1893. Sealed proposals in triplicate will be received until twelve o'clock M., on Friday, September 22, 1893, for furnishing the necessary material and labor for the construction of a cistern 120,000 gallons capacity; also for furnishing and setting in place a boiler, iron tanks, steam pumps, etc. Printed proposals of supplies needed, with full instructions, stipulations, etc., can be had on application to Capt. John E. Greer, ordnance department, United States Army, commanding.

**Canning Factory.**—C. S. Favrot, Baton Rouge, La., wants prices on outfits for canning factory.

**Cheese Factory.**—Henry Oberlies, Wakefield, Ky., will need cheese factory machinery.

**Clay-pipe Machinery.**—Wm. D. Jenkins, Room 922, Equitable Building, Baltimore, Md., wants prices on machinery for the manufacture of clay pipes for smoking tobacco.

**Cotton Gin.**—The Velasco Oil Co., Velasco, Texas, is in the market for a machine to gin Sea Island cotton.

**Crushing Machinery.**—The city of Durham, N. C., will buy a rock crusher. Address the mayor for information.

**Crushing Machinery.**—The board of town commissioners, Durham, N. C., want crushing machinery, roller and entire outfit for road improvements. Address Geo. W. Woodward, clerk.

**Disintegrator.**—John Waters, Essex, N. C., wants a large-sized disintegrator or cage mill in good condition.

**Dynamo.**—A. Snape & Bro., Moundsville, W. Va., wants a ten or twelve-light dynamo (new or second-hand) delivered at their cotton mill.

**Engine.**—The Corsicana Tray & Transfer Co., Corsicana, Texas, will probably want an engine.

**Electric Plant.**—H. W. Wood, Houston, Texas, may want in the future a small electric plant for lighting and heating.

**Elevators.**—Bonnie May Phosphate Mines, Pemberton, Fla., wants elevators.

**Gear Cutter.**—The Moffatt Manufacturing Co., Chester, S. C., wants a gear cutting machine; second-hand one preferred, if in good condition.

**Handle Machinery, etc.**—The Richmond Basket & Woodenware Co., Richmond, Va., wants machinery for cutting hoops and handles for baskets.

**Oil Mill.**—D. L. & J. A. Lewis, Sycamore, Ala., are in the market for a five ton cottonseed-oil mill.

**Pulley Machinery.**—The Barbour Machine Works, Anniston, Ala., is in the market for pulley-molding machinery.

**Pulleys, etc.**—Bonnie May Phosphate Mines, Pemberton, Fla., wants pulleys and shafting.

**Saw Mill.**—R. H. Lee, Nacogdoches, Texas, will need a saw, saw carriage and set of works.

**Tobacco Machinery.**—W. H. Hudson & Son, Paris, Tenn., want machinery for the manufacture of smoking tobacco.

**Tools.**—Bonnie May Phosphate Mines, Pemberton, Fla., wants tools.

**Wire-handling Machinery.**—The Richmond Basket & Woodenware Co., Richmond, Va., wants machinery for putting wire on the wire end of butter dishes.

**Woodworking Machinery.**—The Builders' Supply Co., Heth Canfield, president, St. Augustine, Fla., wants to buy a splitter to split fire wood, oak and pine, ten inches to eighteen inches long.

THE Taylor Manufacturing Co., Chambersburg, Pa., has recently received an order for a horizontal engine, a vertical engine and a locomotive type boiler, all to go to Hamburg, Germany.

## TRADE NOTES.

GLEASON & BAILEY MANUFACTURING CO. S. H.eca Falls, N. Y., is building a steel frame hook-and-ladder truck for the town of Belpoint, N. Y.

THE Cincinnati, New Orleans & Texas Pacific Railway Co. has just placed an order with the Akron Tool Co., Akron, O., for thirty one-ton McNeil patent balanced, automatic dump, charging barrows; to be used for the coaling stations on their line. One user of these barrows says he can furnish an engine four tons of coal in three minutes with this barrow, counting from the time the engine is stopped until the apron is returned to its proper position.

NOT less than fifty of the leading railroads of the country are using the valve-reseating machine made by the Leavitt Machine Co., of Orange, Mass. Among them are the Pennsylvania, Baltimore & Ohio, New York, New Haven & Hartford, Fitchburg, Grand Trunk, Central of New Jersey, Chicago, Burlington & Quincy. This plainly shows the great value of the machine in saving valves that would otherwise be thrown away as useless. With this machine old valves can be made as good as new.

ONE of the New England industries that has been auspiciously inaugurated, despite the recent business depressions, is the Slater Engine Co., of Warren, Mass. The president of the company is Mr. Frank Slater, for many years a designer and salesman for the Brown Engine Co., of Fitchburg, Mass. The vice-president and superintendent is Mr. E. Slater, who has had an extended experience in engine construction. The secretary and treasurer is Mr. G. M. Faulkner, one of Fitchburg's most successful merchants. The company will build the Slater-Brown improved engine. An admirably equipped plant has been erected at Warren, consisting of main building 234x60 feet, boiler-house 30x30 feet, office and draughting room 18x62 feet and foundry 50x75 feet. The works are equipped with the best modern machinery and appliances, and form one of the best manufacturing plants in New England.

MR. BENJAMIN F. NICHOLS, of Springfield, Mass., who returned from England with his family last week on the new Cunard steamship Lucania, reports a very active foreign demand for the patent metallic drawing rolls, to supply which the Hetherington works are obliged to run nights. The Messrs. John Hetherington & Sons, Limited, of Manchester, who have been sole licensees for the manufacture of metallic rolls under the foreign patents, will continue to make them pending the organization of the independent company which is to acquire the entire foreign rights for the metallic roll patents, take over the roller-making plant now in operation and construct new works equipped with the latest improved special machinery for manufacturing the patent metallic rolls on a large scale. The operation of these metallic rolls gives equally as great satisfaction abroad as in the United States, and the American company reports that its works at Indian Orchard are still crowded to fill orders in spite of the recent dull times among the cotton mills.

THE National Pipe Bending Co., of New Haven, Conn., manufacturers of the National feed water heater, reports sales of heaters during the last month as follows: Two 400 horse-power to the North Shore Traction Co., Salem, Mass. (third order); 400 horse-power to the Bath Electric Co., Bath, Me.; one 1000 horse-power to Brown & Co., Pittsburg, Pa.; two 500 horse-power to Detroit, Mich.; 400 horse-power to Lewes, Del.; 150 horse-power to Central Gas Light Co., New York; 400 horse-power to electric-light company, New London, Conn.; 250 horse-power to Brooklyn, N. Y.; 150 horse-power to Williamsport, Pa.; 125 horse-power to Waltham, Mass.; 100 horse-power to Fuel Manufacturing Co., Brinton, Pa.; five heaters (1900 horse-power) to electric-light and power company, Syracuse, N. Y.; 300 horse-power to Ramapo Iron Co., New York; 150 horse-power to Binghamton Electric Co., Binghamton, N. Y. (fifth order); 100 horse-power to electric-light and power company, Newton, Pa.; 200 horse-power to G. & P. Alling Sons Co., New Haven, Conn.; three heaters (1800 horse-power) to Lynn Gas & Electric Co., Lynn, Mass.; one heater to Concord & Montreal Railroad Co., New Hampshire; 400 horse-power to National Sanitary Co., Washington, D. C.; 150 horse-power heater to Washington, D. C.

THE citizens of De Kalb county, Tenn., have decided to offer the State 1500 acres of land near Smithville for \$10,000, if the main penitentiary is located there. The site in Franklin county will cost \$60,000, and the De Kalb county people claim that their site has more advantages and is in a healthier location. They have adopted resolutions asking the governor to suspend his decision in favor of a purchase until he has examined their property.

## COTTON MARKET.

NEW ORLEANS, LA., September 11.  
*Editor Manufacturers' Record:*

The market since our last letter has been characterized by a continuous firmness and a gradual hardening of prices. The bureau report of Saturday last, while it was expected to be unfavorable, gave an impetus to the buying demand, and December contracts sold at 8.05. The condition as reported is the lowest since 1881 and shows a falling off of seven-one-hundredths as compared with the average of the previous month.

As we have maintained throughout the entire monetary crisis, the condition was wholly unwarranted; this is now being evidenced by the reaction. A panic ordinarily results from inflation, but the recent disturbances followed a long period of contraction, and seems to be solely the outgrowth of distrust. The country is abundantly rich, money is more plentiful than for years, the crops are bountiful and the balance of trade will soon be largely in our favor. A feeling of confidence has already commenced to develop itself, and its full restoration will likely give cheap money and bring about a corresponding reaction in stable securities.

The near future in financial circles, at least so it now appears, it not how to obtain money, but what to do with it. Business will adjust itself to suit peculiar conditions, unless hindered by pernicious legislation. There is no commercial want that does not of itself develop a remedy, that is, if legislation is contributory towards the trend of commercial sentiment, and not obstructive.

The world's visible supply of American is 1,707,000 bales, against 2,129,000 last year and 1,770,000 last Saturday. The loss of American this week is 63,000 bales, against 20,000 for same week last year.

ATWOOD VIOLETT & CO.

## CLOSING PRICES OF COTTON FUTURES SEPT. 13.

Months.	New Orleans.	New York.	Liverpool.
September.....	7.84	7.96	4 30-64
October.....	7.91	8.09	4 31-64
November.....	8.00	8.28	4 32-64
December.....	8.08	8.37	4 33-64
January.....	8.22	8.48	4 34-64
February.....	8.30	8.57	4 35-64
March.....	8.39	8.68	4 36-64
April.....	8.48	8.76	4 40-64
May.....	8.54	8.84	4 42-64
Tone of market.	Steady	Steady.	Firm.

## CLOSING PRICES OF SPOT COTTON SEPT. 13.

Grade.	New Orleans.	New York.	Liverpool.
Middling.....	7 15-16	8 1/2	4 9-16
Low middling....	7 11-16	7 13-16	...
Good ordinary....	7 5-16	7 1/2	...
Tone of market.	Steady.	Steady.	Firm.

## Missouri Lead and Zinc.

JOPLIN, MO., September 11.

The zinc market during the week ending the 9th inst. has been unusually active, and the sales recorded show an increase of over 60 per cent. At Webb City there was also a marked increase in the sale of both zinc and lead ore, the market closing for zinc with a strong upward tendency. One lot of 500 tons at Webb City sold at \$17.50 per ton, part delivered this week. Lead advanced to \$21.50 per 1000 pounds. At this point the top price for zinc was \$16.00 per ton. Work in the mines has been generally resumed. Operations in mining at and adjacent to Cartersville are quite active. The Squire Brothers are sinking a shaft on the Darcy land near the West Virginia. Stamp & Morris, on the South Cartersville land, are busy putting up their steam plant. Grovin, Hollingsworth & Blanton have struck a fine run of lead at sixty feet on the South Cartersville land. The Royal Red, on the Richland, has been working steadily all the week and turned

in 6500 pounds of lead. Stevenson & Co., on the Eleventh Hour, are working their lead prospect, which is opening up in good shape. This week they sold fifty tons of jack at \$17.50.

The following tables represent the shipments of lead and zinc ore from the district for the week ending September 9, 1893:

WEBB CITY AND CARTERSVILLE.

	Zinc.	Lead.
Eleventh Hour.....	115,000	42,600
Centre Creek.....	293,300	17,920
Chatham.....	172,310	13,790
Garrison.....	68,450	2,340
Nevada.....	49,980	12,370
Cartersville.....	33,120	11,000
Richland.....	27,580	35,330
Pierson.....	13,760	...
Daugherty Davy.....	10,270	29,100
Perry.....	8,700	...
Margerum.....	...	124,080
Total.....	792,570	288,530

Value, \$14,496.

JOPLIN.

	Zinc.	Lead.
Empire.....	224,050	31,880
McCoy.....	169,890	16,140
Granby.....	158,230	26,260
Harrison & Spencer.....	112,400	18,170
Western.....	88,560	61,700
Rex.....	88,060	11,570
Labine.....	40,850	...
Jacobs.....	24,730	50,820
Sundry sales.....	4,770	32,430
Total.....	911,530	242,970

Value, \$12,418.

OTHER MINES.

	Zinc.	Lead.
Aurora.....	839,370	180,100
Galena, Kan.....	559,000	129,000
Albia.....	253,100	...
Granby.....	292,500	74,500
Spring City.....	145,700	8,530
Scotia.....	85,660	1,580
Rouring Springs.....	61,280	13,980
Peoria.....	...	117,970
Total.....	2,236,610	522,660

Value, \$25,431.

District total this week: Zinc, 3,940,630; lead, 1,054,160. Value, \$51,303.

## To Utilize Coke-Oven Waste.

A company to be known as the American By-Product & Coke Oven Co. has been granted a charter at Charleston, W. Va., and at a subsequent meeting of stockholders Dr. J. M. McConihay was elected president; P. F. Duffy, treasurer, and L. E. McWhorter, secretary. Other members of the concern are F. L. Garrison, C. C. Beury and W. E. Staunton. The company's purpose is to operate an invention designed to save the by-product of coke manufacture from the ordinary coke ovens. A test plant will be erected in Charleston at once, so that the merits of the new invention can be exhibited to those interested. The company's authorized capital stock is placed at \$3,000,000.

OPERATIONS have been resumed at the Rountree ore mines and the Russellville coal mines at Russellville, Ala., after an idleness of two months. About 2000 men will be employed, and contracts now on hand will require the companies to run night and day for six months to fill.

THE Cincinnati, Hamilton & Dayton Railroad has issued a handsome panoramic view five feet long of Chicago and the World's Fair, showing relative heights of the principal buildings, etc.; also a handsome photographic album of the World's Fair buildings, either of which will be sent to any address postpaid on receipt of ten cents in stamps. Address D. G. Edwards, general passenger agent World's Fair route, 200 West 4th street, Cincinnati, Ohio.

THE Detroit & Cleveland Steam Navigation Co.'s new steamers City of Alpena and City of Mackinac are now in commission, making four trips per week between Detroit, Mackinac Island, Chicago and way ports. Fare, Cleveland to Mackinac and return, including meals and berths, \$20.00; Toledo, \$14.50; Detroit, \$13.50. Low rates to Chicago. Write for illustrated pamphlet. Address A. A. Schantz, general passenger agent, Detroit, Mich. †

## Half Rate Excursions to World's Fair via Washington and the B. &amp; O. R. R.

The Baltimore & Ohio Railroad will run a series of special excursions from Baltimore and Washington to the World's Fair at rate of \$17.00 for the round trip. The trains will consist of first-class day coaches equipped with lavatories and toilet conveniences. The trains will start from Camden Station, Baltimore, 9.30 A. M. and leave Washington, D. C., 10.35 A. M., August 30, September 7, 13 and 21, running via Grafton and Bellaire, and will reach Chicago at 1.15 P. M. the following day. Tickets will be valid for outward journey only on the special trains, but will be good returning from Chicago in day coaches on any regular train within ten days, including day of sale. Stops will be made for meals at the dining stations on the line. A tourist agent and a train porter will accompany each train to look after the comfort of passengers. For more detailed information as to rates, etc., apply to Chas. O. Scull, general passenger agent, Baltimore, Md. †

## To the World's Fair via B. &amp; O. R. R.

The Baltimore & Ohio Railroad offers a more complete and varied train service to Chicago than is offered by any other line. It has two daily express trains running via Cumberland and Pittsburg, two running via Deer Park, Oakland and Bellaire, and two running via Cincinnati and Indianapolis. Round trip excursion tickets at \$26.00 are sold for all these trains, and passengers can go one way and return the other. Tickets at the same rate are good going via any of the routes described and returning via Niagara Falls. These excursion tickets will be honored on all Baltimore & Ohio trains without exception and without extra fare until the close of the exposition, and they are good for stop-over privileges at Deer Park, Mountain Lake Park, Oakland, Cincinnati, Indianapolis and Niagara Falls. Special excursion at \$17.00 for the round trip on August 30, September 7, 13 and 21. Special train leaves Baltimore 9.30 A. M., Washington 10.35 A. M. For full information call on or address Baltimore & Ohio ticket offices. †

## Picturesque Route to the Fair.

No other line offers the variety of scenic interest between New York and Chicago that is enjoyed by World's Fair tourists via the Baltimore & Ohio Railroad. Passing through Philadelphia, Baltimore, Washington, the capital of the nation, and by way of Harper's Ferry and the historic Potomac valley to the Allegheny mountains, which are crossed at an elevation of 3000 feet above the sea, the traveler sees the arena of the activity of the nation as well as the principal historical features and scenic wonders of the East. Low rates.

## FOR SALE.

126 ACRES OF CHOICE TRUCKING LAND WITHIN ONE MILE OF THE CITY OF SAVANNAH, GA., LAND NEARLY ALL UNDER CULTIVATION AND OF FINE QUALITY.

With the facilities for trucking which this land has it offers a superior inducement, being on the main line of the Charleston & Savannah Railway which runs alongside for three quarters of a mile, and the Florida Central & Peninsula Railroad running directly through it. Either of these roads putting green vegetables in New York in thirty hours from shipment; also the steamer of the Ocean Steamship Co. (a daily line) to New York, Boston and Philadelphia, and the Merchants & Miners' Transportation Co. to Baltimore makes it a very desirable property.

Savannah has always been a good trucking centre and is increasing yearly.

For manufacturing purposes this land is well situated, being so convenient to the railroads.

At the present growth of the city it will only be a question of a few years when it will be in the city, as Savannah is one of the few coast cities that is making rapid growth. From a population of 42,000 in 1880, it has by census of 1893, 63,000 population.

Owner would not offer this property only he needs money badly.

To the right kind of a purchaser time can be given on one-half the cost.

For terms, prices, etc., apply to

A. R. FAWCETT,  
 185 and 187 Bay St., Savannah, Ga.

## TABLE OF CONTENTS.

	Page.
American Cotton Crop for Seven Years.....	109
Cotton Crop of 1892-93.....	109
Opening of the C. & O. Steamship Line.....	109
Maryland Day at the Fair.....	110
The Past Year in Southern Cottons.....	110
Increase in Southern Exports.....	110
FINANCIAL NEWS:	
The Financial Situation.....	111
Augusta Mills Busy.....	111
Able to Market the Cotton.....	111
Taxing Deposit Certificates.....	111
New Bond and Stock Issues.....	111
New Banks in Arkansas.....	111
New Financial Institutions.....	111
Banks Resuming Business.....	111
Dividends.....	111
Failures and Suspensions.....	111
Financial Notes.....	111
PHOSPHATES:	
A Bad State of Affairs in South Carolina.....	112
Consumption of Nitrate of Soda.....	112
Phosphate Shipments to September 1.....	112
Production and Consumption of Fertilizers.....	112
Port Tampa Phosphate Shipments.....	112
Phosphate Markets.....	112
Phosphate and Fertilizer Notes.....	112
COTTONSEED OIL:	
Notes on New Oil Mills.....	113
July Exports of Oil.....	113
The Markets for Cottonseed Products.....	113
Cottonseed-Oil Notes.....	113
Work on the Texas and Louisiana Coast.....	113
EDITORIAL:	
Commerce of the Mississippi River.....	114
The Maryland "Handbook".....	114
CORRESPONDENCE:	
Profits in Virginia Hay Farms.....	115
How Birmingham is Progressing.....	115
Glass Works Starting Up.....	115
Opinions of the Day.....	115
Southern Real Estate Matters.....	115
Large Deal in Missouri Mineral Lands.....	115
Improvements in Acadia Rice Mills.....	115
Immigrants Wanted in Maryland.....	115
TEXTILES:	
Condition of the Southern Cotton Mills.....	116
Meeting of Jeans Manufacturers.....	116
Southern Textile Notes.....	116
Crompton Loom Works at the Fair (Illus.).....	116
MECHANICAL:	
E. W. Bliss Co.'s Exhibit at Chicago (Illus.).....	118
The Bundy Columbia Radiator (Illus.).....	119
The International Boiler (Illus.).....	119
Real Estate Activity in Baltimore.....	119
Plenty of Money in Texas.....	119
The Washington Convention of Commercial Organizations.....	119
Missouri Bond Company's Troubles.....	119
RAILROAD NEWS:	
Developing the Richmond Terminal.....	120
After Western Freight.....	120
New Move in Georgia Central Affairs.....	120
Changing Headquarters.....	120
The "Katy" in Galveston.....	120
Western Maryland Branch Opened.....	120
Baltimore & Ohio's September Report.....	120
Southern Railway Changes.....	120
Southern Railroad Notes.....	120
LUMBER:	
Sales and Stocks of Southern Lumber.....	121
New Lumber Company at Orange, Texas.....	121
Southern Lumber Notes.....	121
Lumber Market Reviews:	
Baltimore.....	121
Norfolk.....	121
Charleston.....	121
Savannah.....	121
Mobile.....	121
New Orleans.....	121
To Push Augusta's Progress.....	121
Atlanta's New Business Houses.....	121
CONSTRUCTION DEPARTMENT:	
New Enterprises.....	122
Building Notes.....	123
Railroad Construction.....	123
Machinery Wanted.....	123
Trade Notes.....	123
Cotton Market.....	124
Missouri Lead and Zinc.....	124
To Utilize Coke Oven Waste.....	124